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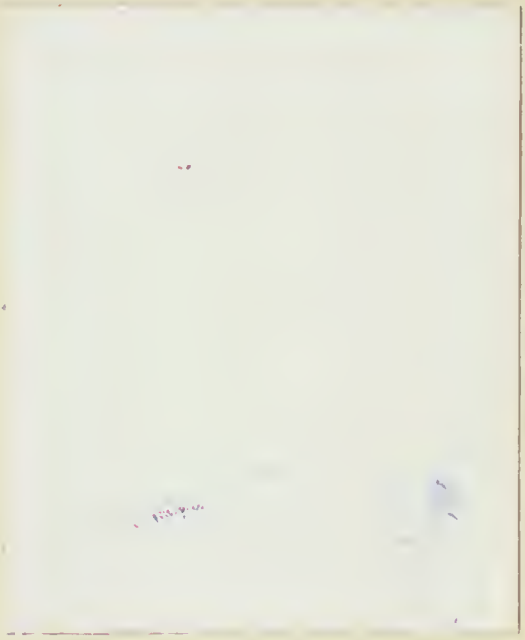

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2. Public Accounts of Canada, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessionnl papers.*

3. Estimates of the sums required for the services of Canada, for the year ended 30th June, 1904. Presented 16th March, 1903, by Hon. W. S. Fielding.. *Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the year ending 30th June, 1903. Presented 31st March, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

5. Further Supplementary Estimates for the year ending 30th June, 1903. Presented 17th June, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

5a. Supplementary Estimates for the year ending 30th June, 1904. Presented 1st October, 1903, by Hon. W. S. Fielding... ..... *Printed for both distribution and sessional papers.*

5b. Further Supplementary Estimates for the year ending 30th June, 1904. Presented 14th October, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

5c. Further Supplementary Estimates for the year ending 30th June, 1904. Presented 21st October, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1902. Presented 20th April, 1903, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December 31, 1902. Presented 1st June, 1903, by Hon. W. S. Fielding ..... *Printed for both distribution and sessional papers.*

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8. Report of the Superintendent of Insurance, for the year ended 31st December, 1903. Presented 21st August, 1903, by Hon. W. S. Fielding.. .... *Printed for both distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1902. Presented 6th April, 1903, by Hon. W. S. Fielding.
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10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1902. Presented 16th March, 1903, by Sir Richard Cartwright.

Printed for both distribution and sessional papers.

10*a*. Correspondence in connection with the German tariff. Presented 16th April, 1903, by Hon. W. S. Fielding. .. . .*Printed for distribution.*

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11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. W. Paterson.....*Printed for both distribution and sessional papers.*

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12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier.....*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier.

Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier. ....*Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for the year ended 31st October, 1902. Presented 13th March, 1903, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms, for the year 1902. Presented 28th April, 1903, by Hon. W. S. Fielding..... . .....*Printed for both distribution and sessional papers.*

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17. Criminal Statistics for the year ended 30th September, 1902. Presented 12th October, 1903, by Hon. S. A Fisher..... ....*Printed for both distribution and sessional papers.*

18. Report on Canadian Archives, 1902. Presented 25th June, 1903, by Hon. S. A. Fisher.

Printed for both distribution and sessional papers.

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1902. Presented 12th March, 1903, by Hon. J. Sutherland.....*Printed for both distribution and sessional papers.*

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20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1902, Presented 16th June, 1903, by Hon. A. G. Blair. .*Printed for both distribution and sessional papers.*

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1902. Presented 19th March, 1903, by Hon. J. R. Préfontaine.

Printed for both distribution and sessional papers.

21*a*. Fourth Annual Report of the Geographic Board of Canada, 1902.

Printed for both distribution and sessional papers.

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21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a List of Vessels on the registry books of Canada, on the 31st December, 1902. Presented 5th August, 1903, by Hon. J. R. Préfontaine..... ....*Printed for both distribution and sessional papers.*

22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. J. R. Préfontaine.

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23. Report of the Harbour Commissioners, etc., 1902....*Printed for both distribution and sessional papers.*

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24. Report of the Postmaster General, for the year ended 30th June, 1902. Presented 13th March, 1903, by Sir William Mulock ..... *Printed for both distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. C. Sifton..... *Printed for both distribution and sessional papers.*

25*a*. Irrigation in the North-West Territories of Canada. Issued by the Department of the Interior. *Printed for both distribution and sessional papers.*

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26. Summary Report of the Geological Survey Department for the calendar year 1902. Presented 8th October, 1903, by Sir Wilfrid Laurier .... *Printed for both distribution and sessional papers.*

27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. C. Sifton.. ....*Printed for both distribution and sessional papers.*

27*a*. Schedule of Indian Reserves in the Dominion. Supplement to Annual Report of the Department of Indian Affairs, 1902 ....*Printed for both distribution and sessional papers.*

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28. Report of the North-West Mounted Police, 1902. Presented 16th March, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

29. Report of the Secretary of State of Canada, for the year ended 31st December, 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*

29*a*. Papers relating to a conference between the Secretary of State for the Colonies and Prime Ministers of self-governing Colonies. Colonial Conference, 1902. Presented 9th June, 1903, by Sir Wilfrid Laurier..... ... . *Printed for both distribution and sessional papers.*

29*b*. Report of the Commission to inquire into the Martineau defalcation, etc. Presented 15th June, 1903, by Hon. W. S. Fielding.. .....*Printed for both distribution and sessional papers.*

29*c*. Statement by the Auditor General, on the Report of the Commission to inquire into the Martineau defalcation. Presented 4th August, 1903, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

29*d*. Correspondence with the Auditor General *re* Treasury Board regulations arising from the Martineau defalcations. Presented 25th September, 1903, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*

30. Civil Service List of Canada, 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1902. Presented 25th March, 1903, by Hon. W. S. Fielding.. .... *Printed for both distribution and sessional papers.*

32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1902. Presented 8th April, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

33. Report of the Joint Librarians of Parliament for the year 1902. Presented 12th March, 1903, by the Hon. The Speaker..... ....*Printed for sessional papers.*

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34. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1902, Presented 13th March, 1903, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*

35. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1902. Presented 23rd March, 1903, by Sir Frederick Borden. *Printed for both distribution and sessional papers.*

35*a*. Further Supplementary Report of the Department of Militia and Defence:—Organization, equipment, despatch and service of the Canadian Contingents during the war in South Africa, 1899-1902. *Printed for both distribution and sessional papers.*

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36. Report of the Department of Labour, for the year ended 30th June, 1902. Presented 17th March, 1903, by Sir William Mulock.. ..... *Printed for both distribution and sessional papers.*

36a. Report of the Royal Commission on Industrial Disputes in the province of British Columbia Presented 24th August, 1903, by Sir William Mulock.
Printed for both distribution and sessional papers.

37. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1902-1903. Presented 13th March, 1903, by Hon. W. S. Fielding.. ... ... *Not printed.*

38. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the fiscal year ending 30th June, 1902. Presented 16th March, 1903, by Hon. W. S. Fielding..... *Not printed.*

39. Statement of all superannuations and retiring allowances in the civil service during the year ended 31st December, 1902, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 16th March, 1903, by Hon. W. S. Fielding.
Not printed.

40. Statement of receipts and expenditures of the Ottawa Improvement Commission, for the fiscal year ended 30th June, 1902. Presented 16th March, 1903, by Hon. W. S. Fielding.....*Not printed.*

41. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1902, to the 12th March, 1903. Presented 16th March, 1903, by Hon. W. S. Fielding..... .... *Not printed.*

42. Return of over-rulings by the treasury board of the auditor general's decisions between the commencement of the session of 1902 and that of 1903. Presented 16th March, 1903, by Hon. W. S. Fielding.. ... .*Not printed.*

43. Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1902. Presented 17th March, 1903, by the Hon. The Speaker... .....*Not printed.*

44. Ordinances of the Yukon for 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier.
Not printed.

45. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1902, in accordance with the provisions of section 52 of the North-west Irrigation Act, chapter 35 of 61 Victoria. Presented 20th March, 1903, by Sir William Mulock.
Not printed.

46. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1902, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada and its amendments. Presented 20th March, 1903, by Sir William Mulock..... .. .. *Not printed.*

47. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1902, in accordance with the provisions of subsection (*d.*) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 20th March, 1903, by Sir William Mulock.... ....*Not printed.*

48. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 20th March, 1903, by Sir William Mulock..... .. *Not printed.*

49. Return to an order of the House of Commons, dated 23rd March, 1903, showing the total cost of taking of the Census for 1871, 1881, and 1891. Also the amount paid on account of the taking of the Census for 1901, up to 1st March, 1903. Also a statement showing the nature of the information given in the Census of 1891 and of 1901, and the mode of remuneration of the enumerators on each occasion. Presented 27th March, 1903.—*Mr. Sproule*..... .....*Not printed.*

50. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all correspondence exchanged since last session between the Canadian government and the British authorities on the subject of the embargo on Canadian cattle. Presented 27th March, 1903.—*Mr. Monet.*
Printed for both distribution and sessional papers.

51. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all petitions, orders in council, correspondence, documents and papers in connection with the conviction and imprisonment of one Arthur Brunet, of the city of Montreal, convicted of offences against the Dominion Elections Act, 1900; and the pardon, reprieve, or release of the said Arthur Brunet from jail. Presented 1st April, 1903.—*Mr. Casgrain*... . ...*Not printed.*

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51*a*. Supplementary return to No. 51. Presented 14th April, 1903 ..... *Not printed.*

52. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all contracts, agreements, deeds, correspondence, documents and papers in connection with the establishment in the city of Quebec of a factory for the manufacture of rifles, by Sir Charles Ross, or by Sir Charles Ross and others. Presented 1st April, 1903.—*Mr. Casgrain*..... *Not printed.*

53. Return showing remissions of interest made under section 141, as added to the Indian Act by section 8, chapter 35, 58-59 Victoria, for the year ended 30th June, 1902. Presented 7th April, 1903, by Sir William Mulock ..... *Not printed.*

54. Papers in connection with the representation of the province of New Brunswick in the House of Commons, as follows:—1. Minute of executive council of New Brunswick, 18th March, 1903. 2. Letter to Sir Wilfrid Laurier from sub-committee of the executive council of New Brunswick, supplementing minute of council on above subject. 3. Report of privy council, 6th April, 1903. Presented 8th April, 1903, by Hon. C. Fitzpatrick..... *Not printed.*

55. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1901, to the 1st October, 1902. Presented 8th April, 1903, by Sir William Mulock..... *Not printed.*

56. Return to an order of the House of Commons, dated 23rd March, 1903, for a statement giving:—1. The names of all immigration agents employed by the government in foreign countries. 2. The names of the countries wherein each of such agents does his work. 3. The place of residence of each one of such agents. 4. The salary paid to each one of them. 5. The travelling expenses paid to each one of them. 6. The office expenses and other expenses made or incurred by each one of such agents during the last year of his employment. Presented 8th April, 1903.—*Mr. Bourassa.*
Not printed

57. Return to an order of the House of Commons, dated 30th March, 1903, for a statement of all moneys paid by the government, or in its behalf, to any newspapers in the Yukon district, since the 30th of June last; stating the names of the newspapers. Presented 8th April, 1903.—*Mr. Monk* and *Sir Charles Hibbert Tupper* ..... *Not printed.*

58. Return to an order of the House of Commons, dated 16th March, 1903, for copies of all documents, letters, correspondence and papers in connection with the establishment in London of a law library for the use of counsel retained in cases before the judicial committee of the privy council. Presented 8th April, 1903.—*Mr. Casgrain* ..... *Not printed.*

59. Annual return under chapter 131 R.S.C., intituled: "An Act respecting Trade Unions." Presented 15th April, 1903, by Sir Wilfrid Laurier ..... *Not printed.*

60. Return of the names and salaries of all persons appointed to or promoted in the several departments of the civil service, during the calendar year 1902. Presented 15th April, 1903, by Sir Wilfrid Laurier..... *Not printed.*

61. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 19th February, 1902, submitted to the parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 15th April, 1903, by Sir Wilfrid Laurier..... *Not printed.*

62. Royal Commission *re* the Tobacco Trade of Canada. Report of the Commissioner. Presented 16th April, 1903, by Hon. H. G. Carroll ..... *Printed for both distribution and sessional papers.*

63. Return to an address of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, orders in council, or applications, relating to or concerning the grant or concession to A. N. C. Treadgold, or to the Hydraulic Mining Syndicate, either separately or associated with A. N. C. Treadgold, of claims, rights or privileges, on Bonanza, Bear, and Hunker Creeks, or their tributaries, or elsewhere in the Yukon. Presented 16th April, 1903.—*Mr. Bell.*
Printed for both distribution and sessional papers.

63*a*. Copy of instructions to the commissioner to conduct a public inquiry in relation to the grant or concession in the Yukon territory to A. N. C. Treadgold or others. Presented 8th June, 1903, by Sir Wilfrid Laurier. ..... *Not printed.*

64. Return to an order of the House of Commons, dated 6th April, 1903, showing: 1. The quantity of vegetables entered at the custom-house at Montreal, as imported from the United States, from the first of February, 1902, to the first of March, 1903. 2. The quantity of vegetables entered at the custom-house at Toronto, as imported from the United States, from the first of February, 1902, to the first of March, 1903. 3. The amount of duty levied and collected in each case respectively, Presented 20th April, 1903.—*Mr. Borden (Halifax).* ..... *Not printed.*

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65. Joint report of the survey and remonumenting of the Quebec-New York International Boundary—W. F. King, Chief Astronomer (Canada): Edward A. Bond, State Engineer and Surveyor, New York (U.S.). Presented 20th April, 1903, by Sir William Mulock.....*Printed for sessional papers.*

66. Return to an address of the Senate, dated 19th March, 1903, for copies of all orders in council disallowing acts passed by the different legislatures from the date of the last return made to parliament, together with copies of the reports to council of ministers of justice giving the reasons for such disallowance. Presented (Senate) 17th April, 1903.—*Hon. Sir Mackenzie Bowell*..... *Not printed.*

67. Return to an address of the Senate, dated 20th March, 1903, for copies of all correspondence between the government of the Dominion and the governments of the different provinces, and of the territorial government of the North-west Territory, relating to the disallowance of any act passed by such governments from the date of the last return made to parliament. Presented (Senate) 17th April, 1903.—*Hon. Sir Mackenzie Bowell*.....*Not printed.*

68. Return to an address of the House of Commons, dated 30th March, 1903, for copies of the correspondence exchanged between the government and the different provincial legislatures on the subject of the increase of the subsidies paid to the provinces in virtue of the British North America Act. Presented 27th April, 1903.—*Mr. Lemieux*.....*Printed for sessional papers.*

69. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence between the government, or any member of the government, and W. W. Fitzgerald, of Grenfell, Assa., or any one in his behalf, regarding his homestead and pre-emption, which were cancelled. Presented 27th April, 1903. *Mr. Sproule*.....*Not printed.*

70. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters, documents, etc., relating to the difficulties in regard to the Indian reserve of Doncaster, in the county of Terrebonne. Presented 27th April, 1903.—*Mr. Desjardins*.....*Not printed.*

71. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters and documents relating to the request made to the federal government in connection with the building of a post office in the town of Terrebonne, county of Terrebonne. Presented 27th April, 1903.—*Mr. Desjardins*.....*Not printed.*

72. Return to an order of the House of Commons, dated 30th March, 1903, for a statement showing in detail amounts of money paid to newspapers, newspaper companies, newspaper owners, or agents of publicity, in the United Kingdom, France, or the United States, since the 30th of June last. Presented 28th April, 1903.—*Mr. Monk*.....*Not printed.*

72*a*. Supplementary return to No. 72. Presented 15th May, 1903.....*Not printed.*

73. Return to an order of the House of Commons, dated 30th March, 1903, for a statement showing: 1. The total amount paid to date by the government to the Grand Trunk Railway Company, for a lease of line from Ste. Rosalie to Montreal. 2. Total amount paid to date by the same to the same, for crossing facilities over the Victoria bridge. 3. Total amount paid from the same to the same, as the government's share of improved terminal facilities at Bonaventure depot. Presented 28th April, 1903.—*Mr. Monk*.....*Not printed.*

74. Return to an order of the House of Commons, dated 9th April, 1902, showing: 1. The number of cattle, sheep and horses killed by engines on all Canadian railways during each year since 1890: *(a.)* at points of intersection of highways; *(b.)* elsewhere on the lines. 2. How many engines and cars, if any, were derailed or disabled on all Canadian railways during each year since 1890, owing to their striking cattle, sheep and horses; *(a.)* at points of intersection of highways; *(b.)* elsewhere on the lines. 3. How many railway employees and passengers, if any, were killed or injured on all Canadian railways during each year since 1890, on account of engines striking cattle, sheep and horses; *(a.)* at points of intersection of highways; *(b.)* elsewhere on the lines. 4. What is the total estimated value of the cattle, sheep and horses killed on all Canadian railways, during each year since 1890; owing to their being struck by engines. 5. What is the total estimated damage to rolling stock and other railway property on all Canadian railways during each year since 1890, caused by collisions with cattle, sheep and horses. 6. How many trains have been derailed or partly derailed on all Canadian railways during each year since 1890, owing to the action of frost on the road-bed at points where the old pit cattle-guards were in existence. Presented 28th April, 1903.—*Mr. Erb.*
Printed for sessional papers.

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75. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all plans and specifications submitted for approval by the Montreal Subway Company; copies of the order in council, if any, approving of such plans. Also of any report of the progress of the work; statement showing the amount of money spent on the undertaking; the amount of the deposit made by the company; and all papers or correspondence relating to the enterprise. Presented 28th April, 1903. —*Mr. Tarte* ..... *Not printed.*

76. Return to an address of the House of Commons, dated 6th April, 1903, of all papers, documents and correspondence between the department of railways and canals, the department of justice, the treasury board and the auditor general, or between any of them, relating to the promotion of Mr. F. A. Dixon to the rank of chief clerk, at a salary of $1,800 a year; to take effect from July 1, 1902, and the payment of said salary; and including amongst other papers the report of the deputy head of the department of railways and canals, as provided for by subsection (A) of section 15 of the Civil Service Act; the minute or memorandum of concurrence of the minister of railways in said report; and a copy of the order in council creating such chief clerkship; pursuant to section 15 of said Act, and of the order in council in this matter of May 20th, 1902; and including all papers, documents, letters and proceedings in this matter, referred to on pages A—49, 50, 51, 52, 53, 54 and 55 of the Auditor General's Report for the year ending June, 1902. Presented 28th April, 1903.—*Mr. Lennox*..... *Not printed.*

77. Return to an order of the House of Commons, dated 6th April, 1903, for copies of all telegrams, reports, letters, photographs, and correspondence, of every description, between the department of agriculture, and any person, or persons, whatsoever, relevant to the outbreak of hog cholera in the township of Yarmouth, Ontario. Presented 28th April, 1903.—*Mr. Ingram* ..... *Not printed.*

78. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all orders in council, correspondence, despatches and documents, relating to the disallowance by the governor in council of statutes of the province of British Columbia, during the past five years. Presented 30th April, 1903.—*Mr. Borden (Halifax)*..... *Printed for both distribution and sessional papers.*

78*a*. Supplementary return to No. 78. Presented 7th May, 1903.
Printed for both distribution and sessional papers.

79. Return to an address of the House of Commons, dated 2nd April, 1903, for copies of all judgments or opinions delivered by the supreme court of Manitoba, touching the alleged rights of exemption from taxation, claimed by the Canadian Pacific Railway Company, in respect of the land of the said company, in the North-west Territories, or in Manitoba. Presented 30th April, 1903.—*Mr. Borden (Halifax)*..... *Printed for sessional papers.*

80. Return to an order of the House of Commons, dated 2nd April, 1903, showing all correspondence between the inland revenue department and manufacturers of automatic grain-weighers, used on threshing machines, in Manitoba and the North-west Territories. Between the inland revenue department and inventors of automatic grain-weighers for threshing machines. Between the inland revenue department and thresher men using automatic grain-weighers, in Manitoba and the North-west Territories. Also a copy of report of chief inspector and scale architect *re* the Standard Grain-weigher, manufactured by the Globe Manufacturing Company of Winnipeg. Presented 30th April, 1903.—*Mr. Stewart*..... *Not printed.*

81. Return to an order of the House of Commons, dated 15th April, 1903, for copies of lease made between the Superintendent General of Indian Affairs and S. G. Holbrook and Adam S. Benn for the south half of lot number twelve, concession two, township of Tuscarora, county of Brant, also of lease made by said superintendent general to one Gibson for south half of lot number five, in said township, for better identification, both said half lots belonging to or for the benefit of Indian locatee, Robert S. Sawyer; also of lease or agreement for or in reference to one of said half lots made (previous to said leases to Holbrook and Benn and Gibson) by said superintendent general, or the late Indian agent, Captain Hugh Stewart, to or with one R. Brant; also of all indorsements made on the said leases, or any of them; also of all other agreements or writings made by or between said superintendent general, or Indian agent Daniel J. Lynch, and said Holbrook and Benn in reference to the said lease to them; also of all receipts or acknowledgments made to the department having charge of Indian affairs, or the said Lynch, of or for rent or other payments made by the said Holbrook and Benn, or either of them, under or in connection with the said lease to them, or having reference to or in connection with the lands mentioned therein; also of all letters or correspondence

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between the said department or Indian agent, the late Captain Hugh Stewart and Daniel J. Lynch, and the said Holbrook and Benn, Gibson and Brant, or either or any of them, or from or to either or any of them to the other of them, in reference to or in connection with any or either of the matters or things above mentioned, or in reference to or in connection with a certain order for ten dollars, dated the third of April, nineteen hundred and one, made by said Sawyer on Hugh Stewart, late Indian agent, in favour of said Holbrook; also copies of all letters or correspondence between said department and said Indian agent, Daniel J. Lynch, or by or from either and each to the other, in connection with or in reference to any or either of the said matters or things; also statement in detail showing all moneys received by the said department from said Indian agent, Daniel J. Lynch, for or on account of any of the said matters and things aforesaid, with dates, items and amounts, and for which, and what; and also to or for what, and for and by whom, such money was paid out or applied; also of any petitions, or writings in the nature of petitions, in reference to Indian agent Daniel J. Lynch, and the names of those signing the same; also of all other documents, papers and writings in connection with or in reference to all or any or either of the matters aforesaid. Presented 5th May, 1903.—*Mr. Tisdale*.... *Not printed.*

82. Return to an order of the House of Commons, dated 6th April, 1903, for a statement in detail of amounts paid for travelling expenses, in connection with the Census of 1891, to any census commissioner, in the province of Quebec, since 30th June, 1902; with names of officers to whom such travelling expenses were paid; and the places such officer travelled to Presented 5th May, 1903.—*Mr. Borden (Halifax)*.... *Not printed.*

83. Return to an address of the House of Commons, dated 15th April, 1903, for copy of the contract entered into between the government and the Canadian Construction Company, for enlargement and improvement of the Farran's Point canal, and the profiles, plans, drawings, and specifications in connection therewith; all accounts and claims by the said contractors, for extras or damages under or in connection with this contract; and particularly claims Nos. 8*b*, 9 and 10, made by the contractors. Copy of the order in council of February 5th, 1900, authorizing the payment of $70,309.74 to the Construction Company. And a return of all papers, documents, letters, memoranda, orders in council, and rulings of the honourable the treasury board, in reference to the items 8*b*, lock foundation on rock, $9,588.50; 9, extra unwatering of prism, $7,534.28, as referred to on pages A—24 to A—36, inclusive, of the Auditor General's Report for the year ending 30th June, 1902. Presented 6th May, 1903.—*Mr. Lennox*.... *Not printed.*

84. Partial return to an order of the House of Commons, dated 16th March, 1903, for copy of the full and each partial report of Half-breed Commissioners for each of their sittings since the first of January, 1900. Also a list of all applications made for scrip, names and residence of applicants whose applications have been received; and class of scrip issued in each case. Also list of all applications made for scrip, names and residence of applicants whose applications were not accepted; and the reason or reasons for refusing the same. Presented 7th May, 1903.—*Mr. LaRivière*... *Not printed.*

84*a*. Supplementary return to No. 84. Presented 29th June, 1903.

85. Return to an address of the House of Commons, dated 25th March, 1903, for copies of all correspondence received by the government, and of all answers made thereto, concerning the South Eastern Valley Railway, and the United Counties Railway. Also copies of all reports that may have been made regarding the actual condition of such railways. Presented 12th May, 1903.—*Mr. Tarte.* *Not printed.*

86. Return to an order of the House of Commons, dated 4th May, 1903, for copies of all engineers' reports, specifications, estimates and correspondence in reference to surveys made between Rice Lake and Lake Ontario, in connection with the Trent Valley Canal. Presented 12th May, 1903.—*Mr. Ward*.... *Not printed.*

87. Return to an order of the House of Commons, dated 4th May, 1903, showing the rates over the Intercolonial Railway for live stock, coal, lumber, and for freight under classes 1—10, between Stellarton and West River; and between Stellarton and Antigonish, and between Stellarton and Pictou Landing, at present in force. Also showing rates for same classes between same points in 1897. Presented 12th May, 1903.—*Mr. Bell*.... *Not printed.*

88. Return to an order of the House of Commons, dated 4th May, 1903, for a copy of the correspondence, reports, and any other documents, in the department of public works, in respect to the claim of Amable Paradis, of Whitford, Alberta, for the services of a ferry boat and transportation upon the same. Presented 12th May, 1903.—*Mr. LaRivière*.... *Not printed.*

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89. Correspondence in continuation of correspondence already brought down respecting agreement between Australia and the Eastern Extension Company with reference to the Pacific cable. Presented 13th May, 1903, by Sir Wilfrid Laurier..... *Printed for both distribution and sessional papers.*

90. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all papers, documents, letters, correspondence, etc., in relation to the proceedings for the extradition of one John Francis Gaynor, and one Benjamin D. Greene. Presented 13th May, 1903.—*Mr. Casgrain. Not printed.*

91. Return to an order of the House of Commons, dated 2nd April, 1903, for a record of all goods of whatsoever kind entered by the Intercolonial Railway duty free, for use of said railway. Presented 26th May, 1903.—*Mr. Borden (Halifax)*..... *Not printed.*

92. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all correspondence, orders in council, and other papers, in connection with the prosecution by the custom department, for the scuttling of the schooner *Euxine*, of Margaree Island, while reported on a smuggling expedition, from St. Pierre, Miquelon. Presented 26th May, 1903.—*Mr. McLennan*...*Not printed.*

93. Return to an address of the House of Commons for a copy of the Report of the Committee of the Honourable the Privy Council, approved by the Governor General on the 19th May, 1903, covering the appointment of a Commission, composed of Sir William Van Horne, John Bertram and Harold Kennedy, to report on questions affecting the transportation of Canadian products to the markets of the world through and by Canadian ports, etc. Presented 27th May, 1903. *Mr. Sutherland (Oxford)*..... *Printed for both distribution and sessional papers.*

94. Return to an order of the House of Commons, dated 25th February, 1901, of the following data, correspondence, letters and reports, between General Hutton and Lieutenant-Colonel Sam. Hughes; or concerning the action of the latter in volunteering men for service of the British Empire in connection with the South African struggle. 1. Address, official, Major General Hutton to the District Officers Commanding and Commanding Officers of Regiments, at his first inspection, 1898. 2. Letter, Major General Hutton to Lieutenant-Colonel S. Hughes asking for criticism of and suggestion *re* same. 3. Official reply of Lieutenant-Colonel S. Hughes. 4. Letters, Lieutenant-Colonel Hughes to General Hutton, *by request, re*:—*(a.)* Canadians in wars of 1812, 1837, 1866, 1870 and 1885, and offering to raise a corps for Imperial service. *(b.)* Copies of former applications to Imperial and Canadian authorities for Colonial assistance in Imperial wars, and renewed offer of service. *(c.)* Plans for Colonial Brigade in Imperial wars; and renewal of offer to raise a corps. 5. Requests, General Hutton to Colonel Hughes, to state his qualifications and record as soldier, and to show why a Permanent Corps officer should not be preferred. 6. Circular letter, General Hutton to Honourable Colonel Gibson and Council of the Dominion of Canada Rifle Association. 7. Reply of Honourable Colonel Gibson to General Hutton. 8. Reply of Council of D.R.A. 9. The plan originally proposed by General Hutton of Annual Camps, making 3 and 4 Military Districts drill in September, while 1, 2, 5 and 6 should drill in June, annually. 10. Report or communication of General Hutton to the Canadian press just prior to the opening of the Session of Parliament, 1899, that no Member of Parliament would be allowed to speak on military questions in the House of Commons, if he were also a militia officer, without permission of General Hutton. 11. Reports, or data, on same subject to the Minister of Militia and Defence. 12. The proposals of General Hutton to amend the law, or regulations and orders, so as to prevent militia officers retaining commission if or while a Member of Parliament. 13. Report by request, Colonel Hughes to General Hutton *re* staff ride. 14. The authority under the law which makes the application of Colonel Hughes, 24th July, 1899, to Honourable Dr. Borden, Minister of Militia, an *irregularity and breach of military discipline*, vide General Hutton to Minister of Militia, 31st July, 1899. 15. Application, Colonel Hughes to General Hutton (through D.O.C.), to raise a corps for Imperial service in the Transvaal, July 24th, 1899. 16. Reports to General Hutton of two militia officers of the city of Toronto and others, stating that few, if any, men or officers could be obtained in Canada for such a service. 17 *(a.)* Application, Col. Hughes to Honourable Dr. Borden, Minister of Militia, July 24, to raise a corps for service in the Transvaal. *(b.)* Reply of the Minister of Militia thereto. *(c.)* Report and papers connected with the application before the Privy Council of Canada. *(d.)* General Hutton's reprimand to Colonel Hughes for applying to the Minister of Militia. *(e.)* General Hutton's letter, July 31st, 1899, to Minister of Militia *re* same. *(f.)* The authority upon which Colonel Foster, C.S.O., based the statement in his letter of September 19th, 1899, to Colonel Hughes, "*after which you withdrew it.*" 18 *(a.)* Application of Colonel Hughes to Right Honourable Joseph Chamberlain to raise a corps in Canada for service in

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Transvaal. *(b.)* An acknowledgment by Mr. Chamberlain. *(c.)* Letters, Military Secretary to His Excellency to General Hutton *re* same. *(d.)* General Hutton (C.S.O.) to Colonel Hughes, August 24, 1899, reprimanding him for having written to Mr. Chamberlain *re* the raising of a corps. *(e.)* Colonel Hughes to General Hutton (C.S.O.), September 2, 1899, in reply. *(f.)* Colonel Foster, C.S.O. to General Hutton, to Colonel Hughes, September 19th, asking him to withdraw the letter of September 2nd, 1899. *(g.)* Complete letter—not an extract—from Colonel Hughes to Colonel Foster, C.S.O. to General Hutton, September 22nd, 1899, in refusal to withdraw the letter of September 2nd. *(h.)* Colonel Foster, C.S.O. to General Hutton, to Colonel Montizambert, D.O.E., Mil. Dis. 3 and 4, October 9th, *re* Hughes' letter of September 2nd *re* having it withdrawn. *(i.)* Letter, Colonel Montizambert, forwarding same to Colonel Hughes and urging withdrawal. *(j.)* Letter, Colonel Hughes to Colonel Montizambert refusing to withdraw the letter, and giving reasons therefor. *(k.)* Letter, Colonel Montizambert to Colonel Foster, C.S.O. to General Hutton, *re* the same. *(a.)* Letter, Colonel Hughes to the press of Canada, *re* troops from Canada for service in the Transvaal, dated September, 1899, referred to in the letter—Colonel Foster, C.S.O. to General Hutton, to Colonel Hughes, September 25th, 1899. *(b.)* Telegram, General Hutton (C.S.O.) to Colonel Hughes, September 25th, 1899, *re* above letter and Section 98, Army Act. *(c.)* Letter, General Hutton (C.S.O.) to Colonel Hughes, *re* same. *(d.)* The evidence upon which General Hutton sent the telegram and the letter of September 25th, 1899. *(e.)* The authority under the law empowering General Hutton to send such letter and telegram. *(f.)* Despatch dictated by General Hutton and published in the London (England) *Times*, stating that in his letter to the Canadian press, Colonel Hughes was *usurping the functions of the Government* of Canada, September 25th, 1899. *(g.)* Despatch, General Hutton to the Canadian press, *re* the same, September 25th, 1899. *(h.)* Despatch, General Hutton to Canadian press, September 28th, 1899, *re* Colonel Hughes being liable to fine or imprisonment under Section 98. *(i.)* Colonel Hughes' telegram in reply to General Hutton (C.S.O.), September 25th, 1899. *(j.)* Letter, Colonel Hughes (September 30th) to General Hutton's (C.S.O.) letter of September 25th, *re* Section 98.—Official. *(k.)* General Hutton's letter to Colonel Foster, October 11th, 1899 *re* Colonel Hughes' letter of September 30th, 1899. *(l.)* Letter, Colonel Foster, C.S.O. to General Hutton, to Colonel Montizambert, October 16th, 1899, threatening to suspend Colonel Hughes from the command of his battalion for writing the letter of September 30th, 1899. *(m.)* The authority under the law, permitting General Hutton to make such threats. *(n.)* Letter, Colonel Montizambert (October 17th, 1899) to Colonel Hughes *re* above. 20. *(a.)* Letter, Colonel Hughes to General Hutton, October 10th, *re* the press reports against Colonel Hughes, dictated by General Hutton. *(b.)* General Hutton (C.S.O.) to Colonel Hughes and to Minister of Militia (October 25th and 26th respectively) *re* above. 21 *(a.)* Colonel Hughes to General Hutton, August 18th, 1899, by request *re* qualification. *(b.)* Reply of General Hutton, August 26th, 1899. *(c.)* Letter, Colonel Hughes to General Hutton, August 28th 1899, in reply to above and to the words of General Hutton: "*You*" Canadians "*might as well try to fly to the moon as to take the field alongside British regulars, short of three years' training, and not then unless led by Imperial officers.*" 22. Letter, Colonel Hughes withdrawing controversial matter on his receiving notification of his appointment to the Transvaal force. 23. Letter, Colonel Hughes to General Hutton, October 23rd, 1899, in friendly parting. 24. Letter, Colonel Hughes to the Right Honourable Sir Wilfrid Laurier, on General Hutton's declining to accept proffered friendliness—demanding that general's recall, October 27th or 28th, 1899. 25. Report of the speech delivered by General Hutton to the officers of the Canadian Contingent in the Chateau Frontenac, Sunday, 29th October, 1899, against Colonel Hughes. 26. Letters of General Hutton to South African British Generals, against Colonel Hughes. 27. Copies of the reports furnished to the press of Canada, Great Britain, the United States and South Africa, against Colonel Hughes by General Hutton's agency, during November and December, 1899 and January and February, 1900. 28. The legal authority for General Hutton to write officially to South African Generals, without the sanction of the Minister of Militia, against Colonel Hughes. 29. Letter of Colonel Hughes from Upington in Gordonia, South Africa, about 30th March, 1900, to Honourable Dr. Borden, Minister of Militia, Canada, correcting errors, omissions, and misstatements in General Hutton's brief as submitted to Parliament last session. 30. The authority under the law permitting General Hutton and Colonel Foster to use personal, unofficial, confidential and private correspondence in official returns. 31. The authority under the law permitting the G.O.C., General Hutton, to receive official correspondence from His Excellency the Governor General, through the Military Secretary. 32. A copy of the "notification to Lieutenant-Colonel Hughes that they, private letters, would be so submitted" by General Hutton, referred to in the letter of

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Lieutenant-Colonel Pinault, March 16th, 1900. 33. The authority under the law forbidding a Canadian who chances to be a militia officer, not of the Permanent Corps, from volunteering to Great Britain to serve in South Africa. 34. The authority under the law authorizing General Hutton, as G. O. C., to reprimand a Canadian militia officer, not on duty, from volunteering to the Minister of Militia of Canada, to raise a corps for the service of Great Britain. 35. The legal authority for General Hutton, through Colonel Foster, *vide* letter of September 19th to Colonel Hughes, to use the language:—"but as officer commanding a Battalion it would, I am sure, be quite impossible for any general to overlook the character of your letter (September 2nd), which from a military point of view, could only be considered as inconsistent with discipline." 36 The legal authority of Major General Hutton for stating (October 9, 1899), "No officer has the right to dispute the authority of the Major General Commanding as his superior officer, or to question his action; still less that of the Governor General, the representative of Her Majesty in Canada." 37. Reports or recommendations of General Hutton producing changes in the command of the R.C.R.I. in 1899. 38. Report of Colonel Herkimer showing that General Hutton declined to treat as official or public, a telegram and a letter written in his capacity as Major General to Colonel Herkimer, the General claiming he had the right to regard them not as official, but private, and that they were not binding on him. 39. The "authority" referred to in the letter of Colonel Hughes to General Hutton (vide D.O.C.,) September 2, 1900, in paragraphs *(a.)* to *(g.)* 40. The following letters and data: *(a.)* General Hutton to Minister of Militia, October, 26, 1899. *(b.)* Colonel Hughes to General Hutton, October 27, 1899. *(c.)* General Hutton (C.S.O.) to Colonel Hughes, October, 28, 1899. *(d.)* General Hutton (C.S.O.) to Colonel Otter *re* Lieutenant-Colonel Hughes going to South Africa, &c., October, 1899, and October, 29, 1899, and October 30, 1899. *(e.)* General Hutton to the Deputy Minister of Militia, November, 14, 1899. *(f.)* Telegram January 31, 1900, C.S.O., to Colonel Sam. Hughes, Cape Town, *re* Strathcona Horse. *(g.)* General Hutton to Minister of Militia, February 2, 1900. Presented 28th May, 1903.—*Mr. Hughes (Victoria).* ..... *Not Printed.*

95. Return to an order of the House of Commons, dated 18th May, 1903, for copies of all papers, letters, telegrams or other documents, relating to the purchase of land for a drill shed in the town of Woodstock, N.B. And also copies of all papers, letters, telegrams or other documents, relating to the construction of a drill shed on said land. Presented 28th May, 1903.—*Mr. Sproule.....Not printed.*

95*a*. Supplementary return to No. 95. Presented 2nd July, 1903..... *Not printed.*

96. Return to an order of the House of Commons, dated 29th May, 1903, for a copy of the Report of the Commissioners appointed to investigate an accident upon the Intercolonial Railway, near Windsor Junction, at 23 o'clock on 11th April, 1903. Presented 29th May, 1903.—*Mr. Clarke.....Not printed.*

97. Return to an order of the House of Commons, dated 18th May, 1903, for a statement setting forth: 1. The quantity of refined sugar imported into Canada from 1st January to 31st December, 1902. 2. The quantity of raw sugar imported during the same period, and giving the name of the country whence such sugar was imported. Presented 1st June, 1903.—*Mr. Marcil (Bonaventure).*
Not printed.

98. Correspondence *re* winter steamers. Presented (Senate) 1st June, 1903, by Hon. R. W. Scott.
Not printed.

99. Return to an address of the Senate, dated 13th May, 1902, for a statement showing: 1. The names of all the persons who have been appointed, or who have been recommended for the position of honorary colonels or honorary lieutenant-colonels in the volunteer force, designating the regiments to which they are or are to be attached, and mentioning the date of each nomination. 2. A statement of the service of each of the persons so appointed or recommended. 3. The names of all persons who have recommended such nominations, together with all the correspondence exchanged on this subject. 4. The names of the persons recommended who have not been appointed, distinguishing persons whose appointment has been refused from persons whose appointment has not yet been decided upon, and giving for each of these persons the cause of the refusal of or the delay in his appointment. Presented (Senate) 28th May, 1903.—*Hon. Mr. Landry.* ..... *Not printed.*

100. Return to an address of the Senate, dated 30th April, 1903, for copies of all correspondence and communications between the various labour organizations, or from any one on their behalf, and the department of labour, relating to the strikes that have occurred during the past year, or relating to any threatened strikes during the past year in Canada. Presented (Senate) 28th May, 1903.—*Hon. Mr. Gibson* ..... *Not printed.*

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101. Return to an order of the House of Commons, dated 5th June, 1903, for a copy of the tenders received for a fast steamship service between Britain and Canada. Presented 5th June, 1903.—*Sir Richard Cartwright*.....*Not printed.*

102. Return to an order of the House of Commons, dated 1st June, 1903, for statement showing: 1. The value of fruit shipped to Europe in cold storage in each of the calendar years 1897, 1898, 1899, 1900, 1901, 1902. 2. The value of fruit shipped in cooled chambers to Europe in seasons 1901 and 1902, respectively. 3. In what further steamers were cooling plants placed in the season of 1902, if any. 4. In what further steamers were mechanical ventilating plants placed in the season of 1902, if any. 5. How much money has the government advanced to date, as bonus or subsidy to steamship companies, to induce them to put in ventilating apparatus, to enable them to carry in better condition perishable cargo, since 1896. 6. How much to induce them to put in cooling plants, since 1896. 7. How much to induce them to put in cold storage plants, since 1896. 8. Tracings of temperatures, as recorded by thermographs placed on ocean steamers by officers of the government, (*a*) in cold storage chambers; (*b*) in cooled chambers; (*c*) in ventilated chambers, if any; (*d*) in other parts of steamers, if any, naming location. Presented 9th June, 1903.—*Mr. Smith (Wentworth)*.....*Not printed.*

102*a*. Return to an address of the Senate, dated 26th and 28th August, 1903, for papers relating to the ventilation of space in steamships used for storage during transportation of perishable products, such as apples and cheese—in so far as the department of agriculture is concerned. Presented (Senate) 24th September, 1903.—*Hon. Mr. Ferguson*.....*Not printed.*

103. Return to an address of the House of Commons, dated 30th March, 1903, for copies of tenders asked for and received for Quebec harbour improvements, during the last ten months; of reports to council, correspondence, and plans prepared by the department of public works, in reference to such works. Presented 11th June, 1903.—*Mr. Turte*.....*Not printed.*

104. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all orders in council, and of all other documents and correspondence relating to the appointment of a commission instructed to secure a site for a dry dock in the port of Montreal; likewise of the instructions given regarding that subject, the reports that may have been made, etc. Presented 11th June, 1903.—*Mr. Turte*.....*Not printed.*

105. Return to an order of the House of Commons, dated 26th March, 1903, showing the number of buildings, or portions of buildings, rented or occupied by the government for offices or other purposes, in Ottawa, outside the departmental buildings; from whom rented, terms of lease or leases, and rent being paid for each. Presented 11th June, 1903. *Mr. Sproule*.....*Not printed.*

106. Return to an order of the House of Commons, dated 15th April, 1903, for copies of all engineers' reports, plans, specifications, estimates and correspondence in reference to surveys made on French River and Lake Nipissing. Also copies of all reports and surveys recently made on the Ottawa and Culbute Rivers. Presented 11th June, 1903.—*Mr. Murray*.....*Not printed.*

107. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters, documents, specifications, plans concerning the deepening of the River Jésus, from the end of the isle to the end of the Pacific Bridge, on the said river, so as to allow the passage of vessels drawing five feet of water. Presented 11th June, 1903.—*Mr. Desjardins*.....*Not printed.*

108. Return to an address of the House of Commons, dated 30th March, 1903, for a copy of the contract made with Poupore & Malone, for the construction of a wharf at the foot of St. Mary's Current, in the port of Montreal; and of any agreements modifying the original terms of said contract. Presented 11th June, 1903.—*Mr. Monk*.....*Not printed.*

109. Return to an address of the Senate, dated 27th May, 1903, for a copy of all the correspondence exchanged between the militia department, or the government of Canada, and the government of the province of Quebec, and the council of the city of Quebec, on the subject of the improvements to be made in the military riding school at Quebec, and its projected enlargement. Presented (Senate) 9th June, 1903.—*Hon. Mr. Landry*.....*Not printed.*

110. Return to an order of the House of Commons, dated 4th May, 1903, for a list of all permanent and temporary officials of the several branches of the department of the interior; date of appointment, and their salaries, on the first day of July, 1902. Also a list of the permanent and temporary officials of the Indian branch of that department, on the first day of July, 1896. And also on the same date in 1902 with same particulars as to date of appointment and salaries. Presented 12th June, 1903.—*Mr. LaRivière*.....*Not printed.*

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111. Return to an address, dated 1st June, 1903, for a statement showing, year by year, the quantity and value of pulp wood exported from the port of Three Rivers, from 1896 up to date; such statement to show the name of each exporter, as well as the quantity and value of the wood exported by each one, also year by year; and in the case of exporters not having declared the quantities to the customs officer, the statement to show the value by the cord upon which the total value has been based, as declared by the exporters. Presented (Senate) 15th June, 1903.—*Hon. Mr. Landry....Not printed.*

112. Return to an address, dated 1st May, 1903, for a copy of all documents whatsoever relating to the commutation of the sentence of death pronounced against Joseph A. Mathurin, including therein the report of the judge who presided at the trial, the permission of the judge for the production of such report having been previously obtained. Presented (Senate) 15th June, 1903.—*Hon. Mr. Landry. Not printed.*

113. Return to an order of the House of Commons, dated 19th June, 1903, for copies of certain estimates in connection with the Canadian Northern Railway, as follows: 1. Approximate estimate of cost of line from Grandview to Edmonton—62 miles. 2. Approximate estimate of cost of construction from 100 miles east of Prince Albert to Prince Albert. Presented 19th June, 1903.—*Hon. A. G. Blair. Printed for both distribution and sessional papers.*

114. Return to an order of the House of Commons, dated 23rd June, 1903, for a copy of the report of the commissioners appointed to make an investigation into the accident which happened at West Lorne Station of the Lake Erie and Detroit River Railway on April 29th last. Presented 23rd June, 1903.—*Hon. A. G. Blair.....Not printed.*

115. Return to an order of the House of Commons, dated 24th June, 1903, for a statement showing: 1. The number of men employed by the customs department at each port in the Dominion on the 1st day of May, 1900. 2. The number of said men who were transferred to the statistical staff at Ottawa between the 1st May and 1st September, 1900. 3. The number of men in the employ of the customs department at each of the ports of the Dominion on the 1st day of May, 1903. Presented 24th June, 1903.—*Mr. Taylor.....Not printed.*

116. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all orders in council, memorials, letters, telegrams, and other correspondence, and all other documents and communications in writing, between the 1st day of January, 1897, and the 1st day of May, 1903, relating to, or concerning, or in any way having reference to the granting of provincial autonomy to the North-west Territories; or the creation of the said territories into a province, or provinces. Presented 26th June, 1903.—*Mr. Borden (Halifax)....Printed for both distribution and sessional papers.*

116*a*. Supplementary return to No. 116. Presented 24th July, 1903. *Printed for both distribution and sessional papers.*

116*b*. Further supplementary return to No. 116. Presented 13th October, 1903. *Printed for both distribution and sessional papers.*

117. Return to an order of the House of Commons, dated 30th March, 1903, of all sales of school lands in Manitoba and the North-west Territories since 1896, showing: 1. Date of sale. 2. Place where the sale occurred. 3. Name of auctioneer. 4. Total amount of purchase money. 5. Total amount paid at time of sale. 6. Total amount paid since time of sale. 7. Total amount still due for principal and interest, respectively. 8. Total amount of sale by each auctioneer. 9. Total amount paid to each auctioneer for his services. Presented 29th June, 1903.—*Mr. Roche (Marquette)..Not printed.*

118. Return to an order of the House of Commons, dated 11th May, 1903, for copies of petitions, engineers' reports, estimates and correspondence, in reference to the building of a pier at or near Carlton Point, Prince county, Prince Edward Island, in connection with promoting the efficiency of winter communication between Prince Edward Island and the mainland. Presented 2nd July, 1903. —*Mr. Lefurgey.....Not printed.*

119. Return to an order of the House of Commons, dated 11th May, 1903, for copies of all reports, correspondence, petitions and papers, filed in the department of public works, or other department, in the matter of the lowering or regulating of the water of Lakes Simcoe and Couchiching; and the relieving of lands in the townships of Mara, Rama and Morrison, from floods occasioned by the overflow of said lakes. Presented 2nd July, 1903.—*Mr. Grant.....Not printed.*

120. Return to an order of the House of Commons, dated 30th March, 1903, for copies of all papers, letters, telegrams, contracts, specifications, and correspondence of every description whatever, between the minister of public works, or any other member of the government, and the contractors,

CONTENTS OF VOLUME 13—*Continued.*

sub-contractors, and other parties, in connection with the repairs to the post office, and the building of a new retaining wall, in connection with the post office, in the town of Woodstock, N.B. Presented 2nd July, 1903.—*Mr. Ingram* ..... *Not printed.*

121. Return to an order of the House of Commons, dated 8th April, 1903, for a statement showing amount expended each year since the 30th June, 1890, on public works of all kinds in Toronto, including Toronto harbour; showing the nature of each class of work in respect of which such expenditure has been made. Presented 2nd July, 1903.—*Mr. Grant* ..... *Not printed.*

122. Return to an order of the House of Commons, dated 18th May, 1903, for a copy of the receipt given for price of acquisition of site of new post office at L'Assomption; copies of all cheques issued in payment of any sums expended in connection with the purchase of site of said new post office, or expenses connected therewith. Presented 2nd July, 1903.—*Mr. Monk*..... *Not printed.*

122*a*. Return to an address of the House of Commons, dated 18th May, 1903, for copies of all letters addressed to the government by Rudolph Arbour, Phineas Viger, Vital Racette, Joseph Ed. Duhamel, Charlemagne Laurier, M.P., and all answers thereto, in respect to a new post office for the town of L'Assomption, in regard to the contract for the acquisition of a post office site. Also a copy of the contract of sale; copies of tenders for building said post office, and of all reports sent in by the architect, in reference to said site and new building. Presented 2nd July, 1903.—*Mr. Monk.* *Not printed.*

123. Return to an order of the House of Commons, dated 28th April, 1902, showing the amount of money spent on the St. Lawrence River from Montreal to Quebec, with the object of making Montreal a national port. Presented 2nd July, 1903.—*Mr. Davis*..... *Not printed.*

124. Copy of the contract for steamer service between the dominion of Canada and South Africa. Presented 7th July, 1903, by Sir Richard Cartwright. ..... *Not printed.*

125. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all correspondence, orders in council, and other documents, in anywise relating to improvements or work done by the government of the United States: 1st. In the Detroit River and Lake Erie. 2nd. In other international waters. Presented 10th July, 1903.—*Mr. Cowan*..... *Not printed.*

126. Return to an address of the House of Commons, dated 4th May, 1903, for copies of all correspondence between the city of Vancouver and other persons, and the government of the Dominion, or any member thereof, relating to grant or lease of False Creek. Presented 13th July, 1903.—*Mr. Earle*..... *Not printed.*

127. Return to an order of the House of Commons, dated 1st June, 1903, for copies of all papers and documents connected with the enumeration of the parish of Kars, King's County, N.B., in the Census of 1901; including copies of all correspondence between the Rev. Joseph McLeod, D.D., and Census Commissioner Blue, in relation thereto. Presented 13th July, 1903.—*Mr. Lancaster.* *Not printed.*

128. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all orders in council, and all correspondence in connection therewith, respecting the purchase in Canada, by or through the government of Canada, or any department, or officer thereof, of any horses, hay, oats, material, supplies, animals, or merchandise, for the Imperial government, or any department, or officer thereof, during the years 1900, 1901 and 1902. Presented 15th July, 1903.—*Mr. Borden (Halifax)*..... *Not printed.*

129. Return to an address of the Senate, dated 1st of June, 1903, for a statement showing, year by year, the quantities of each kind of wood entered at the port of Ottawa for exportation, since 1892 up to date. A similar statement for the port of Montreal. A similar statement for the port of Three Rivers. A similar statement for the port of Quebec. Presented (Senate) 15th July, 1903.—*Hon. Mr. Landry*..... *Not printed.*

130. Return to an address of the Senate, dated 1st of June, 1903, for a statement showing, year by year, from 1896 up to date, the number of saw-logs and of other pieces of wood which have passed through the St. Maurice slides, distinguishing the number of pieces stopped respectively at Grandes Piles, Grand'Mère, and at the Shawenegan Falls (to be used at each of these localities or forwarded from each of these localities), from the number of pieces taken down as far as Three Rivers. Presented (Senate) 15th July, 1903.—*Hon. Mr. Landry*..... *Not printed.*

131. Return to an order of the House of Commons, dated 22nd July, 1903, for a copy of the Report of the British Columbia Salmon Commission. Presented 22nd July, 1903.—*Hon. J. R. Préfontaine.* *Not printed.*

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132. Return to an order of the House of Commons, dated 24th July, 1903, covering map showing: 1. Odd sections finally reserved for the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company for selection of its land grant. 2. Original tract reserved for same purpose, and also map showing: 3. Area available throughout the whole North-west Territories out of which the company was authorized to select its land grant, as per letter of 25th January, 1900, of the minister of the interior, with copy of such letter. Presented 24th July, 1903.—*Mr. Sifton*.....*Not printed.*

132*a*. Partial return to an address of the House of Commons, dated 4th May, 1903, for copies of all papers, orders in council, letters and correspondence, between the government, or any member thereof, in reference to land granted to the Qu'Appelle, Long Lake and Saskatchewan Railway Company; and also all letters, papers, correspondence, and orders in council, if any, with the Saskatchewan Land Company, in reference to their acquisition of the land granted to said Qu'Appelle, Long Lake and Saskatchewan Railway Company. And also as to their acquisition of the even-numbered sections within the territory granted to said railway company. Presented 24th July, 1903.—*Mr. LaRivière*.....*Not printed.*

132*b*. Supplementary return to 132*a*. Presented 21st August, 1903.....*Not printed.*

133. Return to an order of the House of Commons, dated 24th July, showing copies of papers of record in the department of the interior, with regard to the claims of Mr. Amos Barnes, for damages with respect to land occupied by him at East Selkirk, Manitoba. Presented 24th July, 1903.—*Mr. Sifton*.....*Not printed.*

134. Return to an address of the House of Commons, dated 1st June, 1903, for copies of all communications addressed to the government, or to any minister, in relation to the grant of fishing rights in James Bay, or Hudson's Bay, to Archibald McNee, of Windsor, Ontario. Copies of all answers thereto, and any communications relating to the transfer of said lease. Presented 24th July, 1903.—*Mr. Lancaster*.....*Not printed.*

135. Return to an order of the House of Commons, dated 11th May, 1903, for copies of all reports, correspondence, petitions and papers that are to be found in the department of marine and fisheries, or in any other department, concerning the construction and placing of fish-ladders in the Rivière du Nord, crossing the county of Two Mountains, from its confluence with the Ottawa River, at St. André, in the county of Argenteuil, to St. Jerome, in the county of Terrebonne, for the purpose of preventing the destruction of fish in the Rivière du Nord. Presented 24th July, 1903.—*Mr. Ethier.* *Not printed.*

136. Return to an order of the House of Commons, dated 1st June, 1903, for a copy of all returns from the local clerks of court, or other officers of the government, in the North-west Territories, showing number, names, occupations, residence, etc., of all persons naturalized in the North-west Territories during the past ten years, or any portion thereof; as well as all other information contained in such returns. Presented 31st July, 1903. *Mr. Borden (Halifax)*.....*Not printed.*

137. Return to an address of the Senate, dated 15th July, 1903, showing the amount of customs and excise duties collected at the several ports of entry in the North-west Territories for the year ending the 30th June last. Presented (Senate) 31st July, 1903.—*Hon. Mr. Perley*.....*Not printed.*

138. Return to an order of the House of Commons, dated 4th August, 1903, for a copy of a Memorandum on the Status of the Question of Fishery Rights between the Federal and Provincial Governments. Presented 4th August, 1903.—*Hon. J. R. Préfontaine*.....*Not printed.*

139. Return to an order of the House of Commons, dated 5th August, 1903, containing the following maps: 1. Short Line Survey, Rivière Ouelle and Edmunston. 2. Short Line Railway, from height of land to Long Lake. Presented 5th August, 1903.—*Sir Wilfrid Laurier*.....*Not printed.*

140. Return to an order of the House of Commons, dated 1st June, 1903, giving: 1. The total number of Intercolonial freight cars in use on connecting lines on the first day of March, 1902, and the first day of March, 1903, respectively, or the nearest dates to these that the car mileage reports are prepared; the list of roads using these cars at the dates named, and the number in use on each road; and the number of days such cars have been in use on such roads. 2. The number of cars belonging to connecting lines in use on the Intercolonial on the first of March, 1902, and the first of March, 1903; the names of the roads owning or controlling these cars, and the number of days such cars have been in use on the Intercolonial on these dates. Presented 5th August, 1903.—*Mr. Haggart*.....*Not printed.*

141. Return to an order of the House of Commons, dated 1st June, 1903, giving: 1. The number of ties that have been issued in the sidings and on the main lines of the Intercolonial Railway, and charged to the capital account, for the years 1900-01 and 1901-02, and to the first of April, 1903. 2. Also as to the number of ties purchased between the 30th June, 1902, and the first of April, 1903.

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The list of names from whom purchased, and the quality and prices paid. 3. The number of ties that have been actually used in the track, between the 30th of June, 1902, and the first of April, 1903, and charged to ordinary maintenance. Presented 5th August, 1903. —*Mr. Haggart.*

Not printed.

142. Return to an address of the House of Commons, dated 25th August, 1903, for copies of cablegrams that passed between the Honourable the Secretary of State for the Colonies and His Excellency, relative to the publication of the proceedings of the Colonial Conference. Presented 25th August, 1903.—*Sir Wilfrid Laurier*..... *Not printed.*

143. Return to an order of the House of Commons, dated 15th September, 1903, for copies of the report on the resources of the country between Quebec and Winnipeg along the line of the National Transcontinental Railway. Presented 15th September, 1903.—*Sir Wilfrid Laurier.*

Printed for both distribution and sessional papers.

144. Return to an address of the House of Commons, dated 18th May, 1903, for copies of the correspondence exchanged between the Dominion government and that of the province of Quebec regarding the following claims produced by the latter: 1. $1,425,855, being the share of the province of Quebec in the indemnity paid by the United States government as a compensation for the advantages accorded to American fishermen. 2. $490,000, indemnity due to the province of Quebec for leases and licenses granted by the federal government to fish in the interior and salt waters within the limits of the said province. Presented 11th September, 1903.—*Mr. Lemieux.*

Not printed.

145. Return of the regulations made by the governor in council under the authority of section 47 of the Dominion Lands Act, applicable or relating to the Yukon territory. Presented 10th October, 1903, by Sir Wilfrid Laurier.. ..... *Not printed.*

146. Copy of correspondence respecting the arrangements entered into between the department of the interior and the North Atlantic Trading Company, for the promotion of emigration to Canada from the continent of Europe. Presented 16th October, 1903, by Hon. J. Sutherland... *Not printed.*

147. Return to an address of the Senate, dated 7th October, 1903, for a copy of the returns to the finance department for the years 1896 and 1897 of the Mutual Reserve Fund Life Association. Presented (Senate) 16th October, 1903.—*Hon. Mr. Domville*..... *Not printed.*

147*a*. Return to an address of the Senate, dated 2nd October, 1903, for a statement of the affairs of the Mutual Reserve Life Insurance Company of New York, as last sent to the insurance department. Presented (Senate) 16th October, 1903.—*Hon. Mr. Domville* .... *Not printed.*

148. Papers in connection with the Quebec bridge. Presented 20th October, 1903, by Hon. W. S. Fielding ..... *Printed for both distribution and sessional papers.*

149. Correspondence and papers in relation to the Alaska boundary question. Presented 22nd October, 1903, by Sir Wilfrid Laurier.. ..... *Printed for both distribution and sessional papers.*

150. Report of the commissioners appointed to examine the cattle guards in use on the principal lines of railway in Canada and the United States, and also of such inventions of this nature as were presented. Presented 22nd October, 1903, by Hon. W. S. Fielding..... ... . *Not printed.*

151. Return to an address of the Senate, dated 15th June, 1903, for copies of all orders in council, correspondence, reports and recommendations of the warehouse commissioner, and other documents in anywise relating to the Grain Act, since January, 1901. Presented (Senate) 31st August, 1903. —*Hon. Mr. Young*.. ..... *Not printed.*

152. Memorandum of settlement terms of the agreement made between the government of Canada and the Government of Manitoba for the settlement of the school question. Presented (Senate) 3rd September, 1903, by Hon. R. W. Scott..... ..... *Not printed.*

153. Return to an address of the Senate, dated 3rd September, 1903, for a copy of the agreement referred to by the Honourable Mr. Roblin, in his interview with the gentlemen who composed the catholic deputation, as having been entered into and signed by Sir Wilfrid Laurier, representing the Dominion Government, on one side, and Honourable Mr. Clifford Sifton, representing the province of Manitoba, on the other side, together with a copy of the "reply given in writing to the memorial of the delegates, by the premier, Sir Wilfrid Laurier, and the minister of justice, the Honourable Mr. Fitzpatrick," and that, if no written reply was given by the premier, the senate be informed of the character of the demands made by said deputation, and of the answer given by, or of the action taken thereon, by the premier and the minister of justice. Presented (Senate) 24th September, 1903 —*Hon. Mr. Bernier* ..... *Not printed.*

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED JUNE 30

1902

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1902

[No. 24—1903]

To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto and Viscount Melgund of Melgund, County of Forfar, in the Peerage of the United Kingdom, Baron Minto of Minto, County of Roxburgh, in the Peerage of Great Britain, Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

My Lord:

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the year ended June 30, 1902, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

W. MULOCK,

Postmaster General.

Post Office Department,

Ottawa, October 29, 1902.

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REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1901-1902

POST OFFICE DEPARTMENT,
OTTAWA, October 24, 1902.

To the Honourable Sir WM. MULOCK, K.C.M.G.,
Postmaster General.

SIR,—I have the honour to lay before you the several statements comprising the Report of the Post Office Department of Canada for the fiscal year ended June 30, 1902.

The total net revenue of the Post Office from all sources, excluding that from the Yukon and Atlin Districts, shows an excess over the previous year of $466,933.91, and the total gross revenue exceeded that of the previous year by $507,585.40. The expenditure of the Department, excluding that of the Yukon and Atlin Districts, exceeded that of the previous year by $45,640.78.

The following statement shows the Department's operations year by year, commencing with 1896 :—

Year.	Net Revenue.	Expenditure.	Deficit.	Surplus.
	$ cts.	$ cts.	$ cts.	$ cts.
1896			781,152 19	
1897	3,202,938 42	3,789,478 34	586,539 92	
1898	3,527,809 69	3,575,411 99	47,602 30	
1899	3,182,930 92	3,581,848 71	398,917 79	
1900	3,183,984 17	3,645,646 04	461,661 87	
1901	3,421,192 19	3,837,376 18	416,183 99	
1902	3,888,126 10	3,883,016 96		5,109 14

N.B.—The loss of revenue in 1899 and subsequently was caused by the reduction in the Imperial letter rate from 5 cents to 2 cents, which went into effect on the 25th of December, 1898, and by the reduction in the domestic letter rates and in the letter rate from Canada to the United States, which went into effect one week later, namely on the first of January, 1899.

TABLE showing the number of Post Offices in operation; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the Year ended June 30, 1902.

Province.	Number of Offices in operation at end of fiscal year 1902.	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended June 30, 1902.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Third Class Matter.		Fourth Class. (Packets of Ordinary Merchandise open to examination).	Closed Parcels for United Kingdom and other countries.
						1c. per 2 oz.	1c. per 4 oz.		
Ontario	3,321	105,600,000	17,180,000	2,332,000	5,172,000	24,089,000	2,507,000	2,234,000	19,748
Quebec	1,873	46,200,000	4,250,000	1,155,000	954,000	6,976,000	1,090,000	545,000	8,738
Nova Scotia	1,777	15,290,000	1,470,000	370,000	365,000	1,199,000	261,600	190,000	3,249
New Brunswick	1,241	10,100,000	1,080,000	233,000	220,000	1,068,000	228,900	153,000	1,603
Prince Edward Island	416	2,035,000	150,000	51,000	46,000	305,000	22,300	20,000	73
British Columbia	368	13,231,000	737,000	328,000	245,000	1,354,000	262,000	113,000	5,285
Manitoba and Territories	962	21,172,000	1,476,000	504,000	409,000	2,867,000	313,000	148,000	4,541
Total	9,958	213,628,000	26,343,000	4,973,000	7,411,000	37,858,000	4,684,800	3,403,000	43,237

This statement shows, as compared with the previous year, an increase of 124 in the number of post offices, and of 21,978,000 in the number of letters. The increase in the number of letters was 11½ per cent.

The increase in the number of registered letters was 9¾ p.c., and of registered packets and merchandise 6⅔ per cent over the previous year.

MAIL SERVICE.

The following are the leading particulars to be noted in connection with the mail service of the Dominion during the past year :—

Number of contracts let by tender—

For services previously in operation		848
For new services		12
		860
Aggregate amount paid under all contracts let during the year	$ 146,968 15	
Amount to be paid additional on contracts re-let, estimated for usual term of four years	69,792 52	
Mileage travelled on stage routes		15,675,117
Mileage of previous year		15,545,947
Increase		129,170

The following changes were made in the frequency of the mail service of post offices in operation at the beginning of the present fiscal year :—

From monthly to fortnightly, 2 post offices.

From fortnightly to weekly, 2 post offices.

From weekly to semi-weekly 20 offices ; to tri-weekly, 6 offices.

From semi-weekly to tri-weekly,35 offices ; to four times weekly, 8 offices; to daily, 6 offices.

From tri-weekly to four times weekly 1 office ; to daily, 12 offices ; to semi-daily 3 offices.

From four times weekly to daily, 6 offices.

From daily to semi-daily, 35 offices.

From semi-daily to greater frequency, 17 offices.

RAILWAY MAIL SERVICE.

During the fiscal year 1901–1902, 348·9 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on June 30, 1902, of 17,267·74.

The following statement shows the details of such additional service :—

NEW SERVICES BY RAILWAY.

Railway.	Terminal Points.	Distance in Miles.	Service.
Canadian Northern	Rainy River—Ft. Frances	54·5	Tri-weekly B.C.
" "	Swan River—Bowsman	9·7	Weekly B.C.
" "	Beaver—Gladstone	17·8	Tri-weekly B.C.
Canadian Pacific	Manor—Arcola	18·8	" "
" "	MacGregor—Edrans	17·	Semi-weekly B.C.
" "	Wood Bay—Snowflake	16·3	" "
" "	Berthier—Berthier Junction	2·	Three times daily.
" "	Caledonia Springs—Ottawa	50·8	Daily (inc. Sunday) P.C.
" "	St. Pie—St. Guillaume	30·4	Daily B.C.
Inverness Railway and Coal Co.	Point Tupper—Broad Cove Mines,	60·9	"
Manitoulin and North Shore Ry.	Sudbury—Gertrude Mines	13·	"
Quebec Southern	St. Hyacinthe—Noyan	35·	"
South Shore	Sorel—St. François du Lac	16·5	"
Increased mileage on the following railways, as per statement :—			
Canadian Northern		1·9	
Canadian Pacific		0·5	
Thousand Islands		2·5	
Victoria and Sidney		1·3	
	Total	348·9	

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern	Rainy River—St. Frances	54·5	From semi-weekly to tri-weekly.
" "	Winnipeg—P. la Prairie	55·4	From B.C. to R.P.O.
" "	La Broquerie—Rainy River	113·	Additional weekly B.C.
" "	Dauphin—Swan River	101·7	" "
Canadian Pacific	Calgary—Edmonton	191·8	" "
" "	Alameda—Frobisher	7·6	Additional semi-weekly B.C.
" "	High River—Nanton	17·4	" "
" "	Montreal—St. Agathe	63·8	Additional daily B.C., one way.
" "	Farnham—Bedford	12·	Single daily B.C. service.
" "	Quebec—Three Rivers	77·4	" "
" "	Toronto—Streetsville	21·7	Daily R.P.O. service.
Intercolonial	Lévis—Montreal	162·83	Additional daily single B.C.
"	Montreal—Lévis	162·83	" weekly B.C.
Michigan Central	St. Thomas—London	15·48	" daily single B.C.

NOTE.—In addition to the above the usual variations in mail service, as changes were necessitated, occurred during the fiscal year.

POSTAGE STAMPS.

The operations of the year show a marked and continuous increase in the total output of stamps, as shown by the tabulated statements in Appendix J. This, as compared in value with the issue of the preceding year, represents a growth of nearly six

per cent, the value of the output for 1900–01 having been $4,401,138.85, and that for 1901–02, $4,662,354.35, a difference of $261,215.50. The number of pieces issued was 263,473,150, which, compared with the previous fiscal year, indicates an increase of 18,857,110 or $7\frac{7}{10}$ per cent. It will be noticed by the comparative statement, page 4, Appendix J., that this growth is practically confined to the adhesive stamps, the demands for postal stationery evidencing little change.

The decrease in the output of 20c. and 50c. stamps, as noted in the comparative statement, is the result of the change made at the beginning of the current fiscal year, in the method of prepaying postage on second class matter, cash having been substituted for postage stamps.

The number of licensed stamp vendors in the Dominion on June 13, 1902, was 1,305, being an increase of 116 over the previous year.

The usual tabulated statement of receipts and issues for the fiscal year, together with the comparative statement exhibiting the issues of the fiscal years 1900–01 and 1901–02 will be found in Appendix J.

POSTAL NOTES.

During the year ended June 30, 1901, the number of paid notes was 877,599 and their aggregate value $1,459,015.75, and for the year ended June 30, 1902, the number of paid notes was 1,012,091, and the aggregate value $1,702,469.85, an increase of 134,492 in the number of transactions and of $243,454.10 in the amount of money transmitted.

The total number of offices at which postal note business could be transacted was 5,001 on June 30, 1902, an increase of 1,245 over the number in operation on June 30, 1901.

Statements showing the progress of the business month by month since its commencement will be found in Appendix F of this report.

The following statement shows the number of paid notes received in the Department during the fiscal years ended June 30, 1899, 1900, 1901 and 1902.

	1898–1899.	1899–1900	1900–1901.	1901–1902.
July	.....	50,153	57,924	65,304
August	2,777	50,795	55,812	59,127
September	12,020	52,064	55,012	62,308
October	15,168	58,807	66,530	75,180
November	28,970	64,900	69,277	80,110
December	57,436	75,064	92,056	105,902
January	60,313	79,903	96,254	108,038
February	53,550	63,212	74,782	85,741
March	60,977	74,882	84,269	93,013
April	65,320	70,552	83,294	102,948
May	60,611	65,498	75,880	90,338
June	54,265	63,420	66,509	84,082
	471,407	769,250	877,599	1,012,091

MONEY ORDER TRANSACTIONS.

The decrease in the number and value of Money Orders issued which attended the introduction of Postal Note business in the year 1898 has been overcome: the records for the year ended June 30, 1902, showing that 281,272 more orders, with a value of $9,437,777.65 were issued than in 1898.

The total number of orders issued was 1,446,129, being an increase over the previous year of 295,105.

The aggregate value was $23,549,402.07, showing an increase over the previous year of $5,593,144.20, being the greatest increase both in number and amount that has been known in the history of the Department.

Of the orders issued during the year 1,032,417 were payable within the Dominion and 413,712 were payable abroad.

Compared with the previous year there was an increase of 195,417 with an aggregate value of $4,098,745.71 in the former class, and an increase of 99,688, with an aggregate value of $1,494,398.49 in the latter class.

As will be seen by reference to Appendix C, the increase was not confined to any particular section of the country, but was fairly proportionate in all the provinces.

The number of orders issued abroad and payable in Canada was 259,205, with an aggregate value of $3,575,803, being an increase of 77,763 in number and $982,957.92 in amount.

The Money Order transactions with the United States under the new convention which was signed at Washington on September 30, 1901, and at Ottawa on October 3, 1901, and which was referred to in my Report of last year, show a very substantial increase over those of the previous year.

The number of orders issued in Canada on the United States was 286,179 and the value $3,173,310.67, an increase of 81,518 in number and $1,055,015.34 in amount.

The number of orders issued in the United States on Canada was 214,597 and the value $2,866,183.48, an increase of 76,986 in number and $957,014.74 in amount.

The satisfactory working of the new system of exchange with the United States, by which the delay incident to the certification of advices at exchange offices has been avoided, and the cost of maintaining the exchange staffs saved, induced this Department to make similar propositions to the United Kingdom and Newfoundland.

The Newfoundland Government accepted the proposals and direct exchange is now in operation with that colony.

Negotiations with the United Kingdom to the same effect have not yet been completed.

TOTAL AMOUNT OF MONEY REMITED BY MONEY ORDERS AND POSTAL NOTES.

(Postal Note system commenced August 4, 1898.)

Year ended June 30,	1896	$13,081,860 62
" "	1897	12,987,230 88
" "	1898	14,518,480 22
" "	1899	15,239,486 69
" "	1900	17,499,045 81
" "	1901	19,415,273 62
" "	1902	25,251,871 92

POST OFFICE SAVINGS BANK.

The following figures indicate the continued expansion of Savings Bank business :—

	Year ended June 30, 1902.	Increase over Year ended June 30, 1901.
Savings Banks in operation	915	20
Number of deposits	219,678	7,461
Amount of deposits	$11,382,035.00	$290,936.00
Transferred from Dominion Government Savings Bank	415,507.96	415,507.96
Number of Withdrawals	105,946	3,863
Amount of Withdrawals	$10,617,070.50	$842,375.88
Interest made Principal	1,118,622.08	55,992.15
Balance to credit of Depositors	42,320,209.91	2,369,397.29
Number of Open Accounts	162,761	5,393

A tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868, will be found on pages 4 and 5 of Appendix E of the Report.

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1902, were as follows :—

Letters originating in Canada returned as undelivered by the British Post Office	18,845	
Letters originating in Canada returned as undelivered by the United States Post Office	118,504	
Letters originating in Canada returned as undelivered by British colonies and foreign countries	4,443	
		141,792
Less—Registered letters included in above and transferred to registered class	1,531	
		140,261
Book packets, &c., &c., received from foreign countries	23,148	
		163,409

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1902, were as follows;—

Dead letters, circulars, post cards, &c., &c., returned from Canadian post offices	852,406
Dead letters registered found to contain value	17,171
Dead letters, circulars, post cards, &c., &c., sent to the Dead Letter Office for special reason, such as insufficient address, non-payment of postage, &c., &c	*174,786
	1,207,772

* Of these letters, &c., 8,964 contained articles of value, or were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875, to June 30, 1902.

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876	41,000,000	114,610	One in 364
1877	41,510,000	97,470	" 425
1878	44,000,000	77,740	" 570
1879	43,900,000	44,020	" 997
1880	45,800,000	41,666	" 1,090
1881	48,170,000	42,123	" 1,143
1882	56,200,000	41,260	" 1,362
1883	62,800,000	41,410	" 1,516
1884	66,100,000	42,319	" 1,562
1885	68,400,000	41,267	" 1,660
1886	71,000,000	44,166	" 1,607
1887	74,300,000	47,553	" 1,562
1888	80,200,000	47,371	" 1,694
1889	92,668,000	48,648	" 1,904
1890	94,100,000	29,041	" 3,239
1891	97,975,000	27,304	" 3,581
1892	102,850,000	28,603	" 3,595
1893	106,290,000	28,311	" 3,754
1894	107,145,000	27,820	" 3,851
1895	107,565,000	27,178	" 3,957
1896	116,028,000	27,389	" 4,236
1897	123,830,000	35,590	" 4,839
1898	134,975,000	29,253	" 4,614
1899	150,375,000	36,253	" 4,147
1900	178,292,500	40,254	" 4,429
1901	191,650,000	40,361	" 4,748
1902	213,628,000	44,982	" 4,749

POSTAL STORES.

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended June 30, 1902, and the Fiscal Year ended June 30, 1901.

Items of Expenditure.	1901.	1902.	Increase. — 1902.	Decrease. — 1902.
	$ cts.	$ cts.	$ cts.	$ cts.
Inside service—				
Printing	15,743 71	13,516 93		2,226 78
Stationery	4,471 64	6,151 00	1,679 36	
Total	20,215 35	19,667 93	1,679 36	2,226 78
Decrease, Inside Service				547 42
Outside Service—				
Printing	58,531 27	43,065 02		15,466 25
Stationery	14,891 29	18,571 69	3,680 40	
Total printing and stationery	73,422 56	61,636 71	3,680 40	15,466 25
Mail bags, mail locks, &c	33,326 44	27,560 13		5,766 31
Miscellaneous—Stamping material, scales, letter boxes, letter carriers' uniforms, &c	43,535 59	39,328 87		4,206 72
Total	150,284 59	128,525 71	3,680 40	25,439 28
Decrease, Outside Service				21,758 88
Total expenditure—Inside and Outside Service	170,499 94	148,193 64		
Total decrease—Inside and Outside Service				22,306 30

Appendix 'K' contains detailed statements of the transactions of the branch during the year; also the balance of stores in stock on June 30, 1901, and on June 30, 1902.

I have the honour to be, Sir,

Your very obedient servant,

R. M. COULTER.

APPENDIX A

REVENUE AND EXPENDITURE

APPENDIX A.

REVENUE.

STATEMENT of the REVENUE of the Post Office Department of the Dominion of Canada, for the year ended June 30, 1902.

	$ cts.	$ cts.
Balance due by Postmasters on revenue account on June 30, 1901		27,161 61
Postage stamps, post cards, &c., sold		4,645,227 85
Postage paid in cash on newspapers		116,576 13
Postage on unpaid letters; less claims for matter reforwarded, for overcharges and for matter forwarded to Dead Letter Office		11,474 25
Rents of letter boxes and drawers		69,689 83
Commission received on Money Orders		125,241 56
Commission received on Postal Notes		20,506 91
Profit in exchange on Money Order business with other countries		5,318 15
Transit charges on correspondence from other countries		77,757 62
Postage on parcels from other countries		27,953 87
Void Money Orders; that is Money Orders issued between April 1, 1900, and March 31, 1901, payment of which had not been claimed up to March 31, 1902		1,210 76
Gross Revenue		5,128,118 54
DEDUCTIONS.		
Salaries, forward allowances, allowances towards rent, fuel and light, compensation on Money Order and Postal Note business and commission on box and drawer rents	1,129,570 85	
Discount to stamp vendors and Postmasters and compensation to messengers for special delivery of letters	25,847 32	
Postage refunded	189 51	
Losses by fire, burglary, &c	566 71	
Balance of commission paid to other countries on Money Order business	7,214 13	
Transit charges on correspondence for other countries	43,111 10	
Postage on parcels for other countries	6,245 28	
Cost of drafts on New York	85 93	
Balance due by Postmasters on revenue account on June 30, 1902	27,161 61	
		1,239,992 44
Net Revenue		3,888,126 10
Yukon and Atlin Districts not included in above		30,289 45

APPENDIX A—*Continued.*

EXPENDITURE.

STATEMENT of the EXPENDITURE of the Post Office Department of the Dominion of Canada for the year ended June 30, 1902.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

Conveyance of mails by land	$	839,094 64
" " steamboats, &c.		90,798 84
" " railways		1,410,764 12
Making and repairing mail bags and locks		27,560 13
Total	$	2,368,217 73
Salaries paid by cheque	$	1,244,095 00
Travelling expenses		10,302 48
Tradesmen's bills		87,362 30
Rents and taxes		1,586 25
Stationery, printing and advertising		65,806 63
Miscellaneous disbursements paid by cheque		105,646 57
Total	$	3,883,016 96

YUKON AND ATLIN DISTRICTS.

Yukon and Atlin Districts service: not included in above:

Mail Service	$	81,869 28
Salaries		35,318 07
Miscellaneous		587 01
Total	$	117,774 36

For the year ended June 30, 1902, the net revenue of the Post Office Department was $3,888,126.10 being an increase over the revenue of the previous year of $466,933.91, or 13·64 per cent. The increase in expenditure was $45,640.78, equal to 1·19 per cent.

APPENDIX A- *Concluded.*

The Post Office revenue and expenditure year by year since Confederation are as follows :—

Year ended June 30.	Revenue. Gross.	Revenue. Percentage of annual increase or decrease.	Revenue. Net.	Revenue. Percentage of annual increase or decrease.	Expenditure. Deductions from Revenue.	Expenditure. Percentage of annual increase or decrease.	Expenditure. Paid by Cheque.	Expenditure. Percentage of annual increase or decrease.
	$ cts.		$ cts.		$ cts.		$ cts.	
1868....	1,024,701 98	.....	808,857 84	.....	215,844 14	.....	785,298 55	.....
1869 ...	973,056 17	*5·04	758,182 03	*6·27	214,874 14	*0·45	864,954 55	10·14
1870....	1,010,767 71	3·88	788,904 78	4·05	221,862 93	3·25	933,398 67	7·91
1871 ...	1,079,767 77	6·83	803,637 17	1·87	276,130 60	24·46	994,876 00	6·59
1872...	1,193,062 49	10·49	916,418 34	14 03	276,644 15	0 19	1,092,519 03	9·81
1873..	1,406,984 37	17·93	1,093,516 07	19·33	313,468 30	13·31	1,240,135 95	13·51
1874....	1,476,207 76	4·92	1,151,269 83	5·28	324,937 93	3·66	1,370,542 41	10 52
1875....	1,536,509 50	4·08	1,172,381 38	1·83	364,128 12	12 06	1,509,113 29	10·11
1876 ...	1,484,886 27	*3·36	1,106,736 74	*5 60	378,149 53	3·85	1,581,608 72	4 80
1877....	1,501,134 88	1·09	1,120,224 26	1·22	380,910 62	0·73	1,694,708 18	7·15
1878....	1,620,022 21	7·92	1,221,912 17	9·35	395,110 04	3·73	1,715,255 36	1·21
1879....	1,534,363 68	*5·29	1,117,364 50	*8·78	416,999 18	5·54	1,750,267 17	2 04
1880....	1,648,017 98	7·41	1,179,677 89	5·58	468,340 09	12·31	1,818,271 05	3·89
1881....	1,800,710 69	9·26	1,344,969 85	14 01	455,740 84	*2·69	1,876,657 96	3 21
1882....	2,022,098 44	12·29	1,543,309 21	14 75	478,789 23	5·06	1,980,567 25	5 54
1883....	2,264,384 94	11·98	1,753,079 22	13·59	511,305 72	6·79	2,176,089 09	9·87
1884 ...	2,330,741 38	2·93	1,712,318 85	*2 33	618,422 53	20·95	2,312,965 27	6·29
1885....	2,400,062 03	2·97	1,790,494 90	4·57	609,567 13	*1·43	2,488,315 36	7·58
1886....	2,469,379 57	2·89	1,852,155 00	3·44	617,224 57	1·26	2,763,186 41	11·47
1887....	2,603,255 56	5·42	1,964,062 17	6·01	639,193 39	3·56	2,818,907 22	2·02
1888 ...	2,966,397 94	13 95	2,322,728 68	18·26	643,669 26	0·70	2,889,728 59	2·51
1889 ...	2,984,222 60	0·60	2,220,503 66	*4·40	763,718 94	18·65	2,982,321 48	3·20
1890....	3,223,614 63	8·02	2,357,388 95	6·16	866,225 68	13·42	3,074,469 91	3 09
1891....	3,374,887 66	4·69	2,515,823 41	6·72	859,064 22	*0 83	3,161,675 72	2·84
1892....	3,542,611 02	4·97	2,652,745 79	5 44	889,865 23	3·58	3,316,120 63	4·88
1893....	3,696,062 36	4·33	2,773,507 71	4·55	922,551 65	3·67	3,421,203 17	3·17
1894....	3,734,418 59	1·04	2,809,341 06	1·29	925,077 53	0·27	3,517,261 31	2·81
1895....	3,815,455 71	2·17	2,792,789 64	*0·59	1,022,666 07	10·54	3,593,647 47	2·17
1896....	4,005,890 77	4·99	2,964,014 23	6·13	1,041,876 54	1·88	3,665,011 30	1·98
1897....	4,311,243 14	7·62	3,202,938 42	8·06	1,108,304 72	6·37	3,789,478 34	3·39
1898....	4,686,649 76	8·71	3,527,809 69	10·14	1,158,840 07	4·56	3,575,411 99	*5 65
1899....	†4,325,431 57	*7·71	†3,182,930 92	*9·77	1,142,500 65	*1·41	‡3,581,848 71	0 18
1900 ...	†4,345,822 66	0·47	†3,183,984 17	0 03	1,161,838 49	1·69	‡3,645,646 04	1·78
1901....	†4,620,533 14	6·32	†3,421,192 19	7·45	1,199,330 95	3·23	‡3,837,376 18	5·26
1902....	†5,128,118 54	10·98	†3,888,126 10	13 64	1,239,992 44	3·39	‡3,883,016 96	1·19

* Decrease. † Revenue of the Yukon and Atlin Districts not included. ‡ Expenditure on account of Yukon and Atlin services not included.

STATEMENT of Postage Stamps, &c., sold during the year ended June 30, 1898, and each of the succeeding years.

Year.	Amount.
	$ cts.
1898	4,400,601 91
1899	4,091,116 11
1900 ..	4,038,134 16
1901 ...	4,340,543 21
1902	4,645,227 85

APPENDIX B

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Actinolite and Tweed	G. Way, sr.	5	12	12 months	249 00
Addison and Bell's Station	C. F. Gray	8½	6	9 " (to Mar. 31, '02)	270 00
do do	W. Peterson	8½	6	3 " from "	74 50
Adolphustown and Bath	J. F. Chalmers	14	6	12 "	267 00
Adolphustown and Napanee	J. E. Richardson	21½	6	12 "	390 00
Albert and Marysville	M. Hart	11½	6	12 "	200 00
Albury and Rednersville	D. F. Rose	4	3	12 "	75 00
Allisonville and Consecon	W. Pine	8	3	12 "	96 00
Allsaw and Minden	G. Hope	12	2	12 "	110 00
Ameliasburg and Belleville	J. A. Brason	10	6	12 "	333 48
Anson and Railway Station	A. McMullen	200 yds.	6	12 "	15 00
Apsley and Coe Hill Mines	C. W. Gunter	21½	2	12 "	208 00
Apsley and Lakefield	P. Kennedy	31	3	12 "	448 00
Apsley and Loon Lake	A. Woods	7	1	12 "	25 00
Apsley and Pandash	H. White	14	1	12 "	58 00
Arden and Dead Creek	C. Arney	7	1	12 "	52 00
Arden and Elm Tree	W. McGregor	7	1	12 "	33 80
Arden and Railway Station	J. E. Hays	1	6	12 "	35 00
Arden and Tamworth	J. W. Babcock	20½	3	12 "	148 72
Athens and Brockville	W. S. Johnson	14	6	9 " (to Mar. 31, '02)	261 75
do do	Z. M. Sliter	14	6	3 " from "	87 25
Athens and Oak Leaf	C. J. Slack	12	3 & 6	12 "	175 00
Athens and Plum Hollow	W. B. Newsom	6	4	12 "	118 64
Athens and Railway Stn. (B. & W.)	J. H. Ackland	½	12	12 "	47 00
Atkinson and Washburn	J. Atkinson	3½	2	12 "	60 60
Bailieboro' and Millbrook	H. Dawson	7	6	12 "	160 00
Ballantyne's Station and Railway Station	J. Hyslop	½	2	12 "	26 00
Bancroft and Beechmount	C. Plumley	6	1	12 "	30 00
Bancroft and Bronson	G. Payne	4	2	12 "	60 00
Bancroft and Monk Road	E. B. Kerr	8	1	12 "	26 00
Bancroft and Wood	A. W. Gould	11	1	12 "	36 00
Bannockburn and Railway Station	S. McEwen	⅛	12	12 "	75 12
Barrett and Overton	D. Barrett	3	2	12 "	50 00
Bath and Ernestown Station	N. S. Ball	3½	12	3 " (to Sept. 30, '01)	25 00
do do	C. Mills	3½	12	9 " from "	150 00
Bath and Stella	W. J. Beaubien	6½	6	12 "	375 60
Battersea and Keelerville	S. J. Lake	5	3	12 "	58 00
Battersea and Kingston	G. A. McFarlane & G. Stoness	16	6	12 "	400 00
Bayside and Belleville	J. E. Rathbun	6	6	12 "	80 00
Bedford Mills and Newboro'	G. F. Page	6	6	12 "	75 00
Belleville and Albert College	W. P. Dyer	1½	6	12 "	25 00
Belleville and Frankford	F. Spencer	14	3	12 "	157 56
Belleville and Railway Stn. (Mid.)	S. Garratt	1¼	36	3 " (to Sept. 30, '01)	49 50
do do	C. C. Shorey	1½	36	9 " from "	148 50
Belleville and Sidney Crossing	W. R. Vandervoort	6½	3	12 "	105 00
Belleville and Street Letter Boxes	S. Garratt	5	12	3 " (to Sept. 30, '02)	24 75
do do do	C. C. Shorey	5	12	9 " from "	74 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Belleville and Tweed	A. Aselstine	25	6	12 months	500 00
Belleville Junction Transfers	T. H. Coppin		6	12 "	78 25
Belleville and Moscow Station	E. L. Van Luven	5½	6	12 "	97 00
Belleville and C. O. Railway Station	G. Bell	¼	6	12 "	36 00
Belleville Railway Station Transfers	R. O. Teasel		12	12 "	30 00
Bensfort and South Monaghan	J. Fletcher	5	3	9 " (to Mar. 31, '02).	48 75
do do	T. Armstrong	5	3	3 " from "	18 75
Bewdley and Port Hope	W. J. Arnott	10 & 13	6	12 "	225 00
Big Island and Demorestville	E. Cole	5	2	12 "	60 00
Birdsall's and Railway Station	M. Lynch	1	6	12 "	40 00
Bird's Creek and New Carlow	N. T. Armstrong	17	2	12 "	200 50
Black River Bridge and Picton	S. Pierson	7½	3	12 "	100 00
Blairhampton and Minden	W. Blair	10	1	12 "	60 60
Blairton and Havelock	M. J. Wood	8	3	12 "	141 00
Bloomfield and Crofton	B. S. Salisbury	11	3	12 "	124 80
Bloomfield and Railway Station	E. Parker	¼	24	12 "	81 12
Bobcaygeon and Peterboro'	J. O'Gorman	22	6	3 "	124 50
Bobcaygeon and Silver Lake	W. D. Coulter	9	2	12 "	126 24
Bogart and Otter Creek	J. Delore	3¼	2	12 "	40 00
Bogart and Tweed	P. Lusk	4	6	12 "	100 00
Boskung and Hall's Lake	J. Welch	4	1	12 "	25 00
Boskung and Minden	"	14	2	12 "	190 00
Brighton and Campellford	W. N. Simpson	20	6	9 " (to Mar. 31, '02).	330 00
do do	J. Weise	20	6	3 " from "	83 75
Brighton and Lovett	I. M. Snider	5½	6	12 "	156 00
Brockville and Railway Station	D. W. Edgar	1	12	12 "	119 00
Buck Lake and Perth Road	J. Thomas	4	2	12 "	40 00
Burnbrae and Hoard's Railway Stn.	W. Milton	5	6	12 "	130 00
Burnbrae and Sarginson	J. Finch	5	3	12 "	75 00
Burnley and Castleton	C. Allen	8	3	12 "	88 00
Camden East and Centreville	E. Lyons	6½	6	12 "	250 00
Campbellford and Godolphin	D. N. Fairman	5	2	12 "	65 00
Campbellford and Havelock	H. Coveney	12	6	12 "	295 00
Campbellford and Railway Station	B. Mulhearn	¼	18	12 "	93 90
Centreton and Grafton	S. Howard	15¾	6	12 "	274 48
Chaffey's Locks and Elgin	G. Randall	6	2	12 "	70 00
do do	G. Cheveney	6	6	Part of season, 1902	8 34
Chantry and Phillipsville and Elgin Railway Station	G. Lamin	7½	6	12 months	186 00
Chatterton and Foxboro'	S. P. Morden	3½	3	12 "	72 00
Cheddar and Pusey	A. Southworth	10	2	6 " (from) Dec. 31, '01	40 62
Cheddar and Wilberforce	do	8	2	6 " to "	32 50
Chemong and Selwyn	J. W. Jacobs	3½	2	12 "	29 72
Cherry Valley and Point Petre	J. Moore	6	1	12 "	38 48
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 "	49 48
Clarendon Station and Plevna	I. Muldoon	22	3	12 "	270 00
Clarina and Norwood	C. Crowe	12	3 & 2	12 "	170 00
Cloyne and Denbigh	G. Deline	28	1	12 "	135 00
Cloyne and Harlowe	S. Thompson	11	2	12 "	64 00
Cloyne and Railway Station	C. Godfrey	16½	6	12 "	320 00
Cobourg and Harwood	S. E. Clapperton	16	6	12 "	288 00
Cobourg and Railway Station	J. R. O'Neil	½	6	12 "	35 00
Cobourg and Roseneath	T. Ingham	20	6	12 "	309 00
Cobourg and Steamboat Wharf	J. Fox	¼	6	Part of seasons 1901-1902.	37 25
Cobourg and Street Letter Boxes	do	2	12	11 months (to May 31, '02)	136 31
do do	do	2⅜	12	1 " from "	16 41
Coe Hill Mines and Faraday	W. H. Neal	8	2	12 "	70 00
Coe Hill Mines and Railway Station	A. Watt	½	12	12 "	40 00
Coe Hill Mines and the Ridge	W. H. Moynes	28½	2	3 " (to Sept. 30, '02).	30 00
do do	H. L. Werden	28½	2	9 " from "	116 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Colborne and Dundonald	J. J. McDonald.	9½	6	12 months	160 00
Colborne and Lakeport	J. Redfern	2½	12	12 "	150 00
Colborne and Warkworth	D. McGloughlin	16	6	9 " (to Mar. 31, '02).	262 50
do do	R. J. Lapp	16	6	3 " from "	87 50
Colebrook and Yarker	C. N. Garrison	1	6	9 " (to Mar. 31, '02).	51 75
do do	P. Hart	1	6	3 " from "	18 75
Collins Bay and Railway Station	J. J. Losee	¾	12	12 "	50 00
Combermere and Fort Stewart	J. Stubbs	19¼	3	11 " and 14 days (to June 14, '02)	167 65
do do	do	21¼	3	16 days from "	8 50
Combermere and Maynooth	J. Maddocks	22	1	12 months	144 00
Consecon and Railway Station	F. A. Cory	¾	24	12 "	124 80
Cooper and Madoc	J. Canniff	11	3	12 "	93 00
Cooper and The Flats	do	5	2	12 "	50 00
Cope's Falls and Wilberforce	J. W. Cope	5	1	6 " (to Dec. 31, '01).	10 00
Cope's Falls and Tory Hill	do	6	1	6 " from "	10 00
Corbyville and Gilead	W. H. Sheffield	5	2	3 " (to Sept. 30, '01).	15 00
Cordova Mines and Havelock	W. E. Young	12	6	12 "	265 00
Cordova Mines and Vansickle	G. Scarlett	6	2	9 " (to Mar. 31, '02).	60 00
do do	D. Houghling	6	2	3 " from "	20 00
Cottesloe and Norwood	M. Paget	8½	2	12 "	104 00
Cranworth and Portland	J. Wilson	5½	1	12 "	36 56
Cressy and Picton	P. Storms	19	3	12 "	173 00
Crosby and Railway Station	J. Freeman	100 yds.	6	3 " (from Apl. 1, '02)	3 90
Crow Lake and Sharbot Lake Railway Station	J. W. Knapp	9	2	12 "	80 00
D'Arcy and Kingston	A. McDonald	17	3	10 " (to Apr. 30, '02)	339 14
do do	T. J. Driscoll	17	3	2 " from "	53 96
Deer Lake and Highland Grove	A. W. Willis	3	2	12 "	32 00
Deloro and Railway Station	H. M. Darling	1½	12	12 "	110 00
Delta and Railway Station	T. Conners	½	12	12 "	73 00
Demorestville and Green Point	C. Reynolds	9	3	12 "	156 00
Denbigh and Griffith	W. Kerr	14	2	12 "	104 00
Denbigh and Plevna	J. Douglass	23	3	12 "	320 00
Denbigh and Slate Falls	W. Thompson	6	2	3 " (to Mar. 31, '02).	15 00
do do	L. M. Pringle	6	2	3 " from "	11 25
Deseronto and Street Letter Boxes	The Rathbun Co	2	19	12 "	166 00
Desert Lake and Hartington	W. Snook	9	2	12 "	110 00
Desmond and Moscow Station	A. M. Bell	2½	6	12 "	100 00
Dufferin and Kingston	S. Donaldson	3½	3	12 "	80 80
East Hungerford and Erinsville	J. McGrath	8	2	9 " (to Mar. 31, '02)	48 75
do do	J. P. Whelan	8	2	3 " from "	22 00
Eldorado and Empey	J. McClintock	3	2	6 " (to Dec. 31, '01)	25 00
do do	J. N. Moore	3	2	4 " (to April 30, '02)	14 66
do do	do	3¾	2	2 " from "	9 16
Elgin and Railway Station	G. Cheney	3¼	12	12 "	123 00
Ellisville and Lyndhurst	J. D. Wetherell	8¼	3	12 " extra trips	85 50
Ennismore and Peterboro'	P. J. Scollard	10	6	9 " (from Oct. 1, '01)	218 25
Enterprise and Trafford	C. Whelan	9½	1	12 "	41 40
Enterprise and Wilkinson	P. Finn	8¼	2	12 "	89 00
Erinsville and Napanee	E. W. Hudgins	21½	6	12 "	348 08
Essonville and Tory Hill	H. Maguire	4	2	12 "	55 00
Ewan and Furnace Falls Railway Crossing	W. J. McMahon	14	3	12 "	151 50
Flinton and Madoc	W. Knox	19	6	1 " (to Aug. 1, '01)	35 00
do do	J. Nicholson	19	6	11 " from "	348 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fort Stewart and L'Amable Rail-Railway Station	A. Wannamaker	19	6	12 months	345 00
Fowler's Corners and Best's Railway Station	M. Ruth	1¼	6	12 "	70 00
Foxboro' and Railway Station	S. Westover	1½	12	12 "	85 00
Frankford and Maple View	A. W. Simmons	6	3	12 "	75 00
Frankford and Railway Station	J. Chapman	200 yds.	12	12 "	78 00
Frankville and Railway Station	M. Dunham	11	6	4 " (to Oct. 30, '01)	85 45
do do	G. Pepper	11	6	8 " from "	162 66
Fuller and Moira	A. Herity	4	2	12 "	48 00
Gananoque and Seeley's Bay	J. Sherby	15	3	12 "	217 36
Gananoque and Street Letter Boxes	D. E. Jackson	2¾	13	12 "	145 00
Gananoque and Wilstead	T. Elliott	5¼	3	12 "	111 56
Gardenville and Weller's Bay Stn.	J. Dymond	1	6	12 "	40 00
Gilmour and Railway Station	T. Ricketts	100 yds.	12	9 " (to Mar. 31, '02)	15 00
do do	T. Gunter	100 yds	12	3 " from "	5 00
Glanmire and Millbridge	E. Tapp	7	1	12 "	34 00
Glenburnie and The Corners	S. Shutleff	½	12	12 "	90 00
Glenfield and Vennachar	H. W. Snider	5	1	12 "	40 00
Glen Millar and Trenton	W. Nelson	3½	6	12 "	140 00
Glenora and Picton	P. McCormick	5½	6	12 "	150 00
Glen Ross and Railway Station	G. T. Iveson	20 yds.	6	12 "	30 00
Glenvale and Sharpton	G. D. Hann	4	2	12 "	60 00
Godfrey and Renoldston	C. W. Reynolds	7	2	12 "	53 72
Gooderham and Hadlington	J. J. Hadley	11	1	12 "	65 00
Gooderham and Railway Station	E. Gould	¼	12	12 "	62 60
Gooderham and Ursa	S. Kettle	6	1	12 "	35 00
Gosport and Napanee	A. B. Sexsmith	19¾	3	12 "	147 00
Gratton and Railway Station	J. Cochran	1	7	12 "	100 00
Gunter and St. Ola Railway Stat.	A. Jones	6½	6	12 "	160 00
Haliburton and Railway Station	J. Adams	¼	12	12 "	40 00
Haliburton and Wickstead	D. H. Anderson	10	1	12 "	55 00
Halloway and Railway Station	L. Marsh	200 yds	12	12 "	63 98
Hall's Bridge and Stratton	J. Westlake	16	1	12 "	74 72
Hall's Glen and Warsaw	D. Madill	6	2	12 "	60 00
Harrowsmith and Sydenham	C. E. Taylor	4	6	12 "	48 00
Hartsmere and Hermon	J. Bremner	10¼	2	12 "	108 48
Havelock and Oak Lake	S. Hubble	16	1	12 "	60 00
Havelock and Railway Station	J. Farmer	265 yds	18	12 "	45 00
Havelock Transfers	W. S. Dodd			12 "	35 00
Hiawatha and Peterboro'	R. Davis	11	2	12 "	114 00
Highland Grove and Leafield	J. Wilson	3	2	12 "	52 52
Highland Grove and Railway Stat.	J. F. McMillan	200 yds.	3	12 "	25 00
Hillier and Railway Station	R. C. Titus	¼	24	12 "	86 25
Hillier and Rosehall	R. M. McCartney	2½	3	12 "	78 00
Hinch and Newburgh	J. Cook	6	2	12 "	50 00
Hotspur and Tory Hill	T. Clarke	3½	2	12 "	56 00
Indian River and Railway Station	M. Guerin	2	3	8 " (to Feb. 28, '02)	66 66
do do	S. Murphy	5	2	4 " (from "	25 00
Ingle and Tamworth	H. M. Fork	5	2	12 "	50 00
Irondale and Railway Station	P. Barr	½	12	12 "	62 60
Ivanhoe and Railway Station	L. W. Seeley	3	12	12 "	162 50
IvyLea and Lansdowne	M. H. McNeil	4	3 & 6	12 "	97 00
Jellyby and Railway Station	J. E. Davis	300 yds.	3	12 "	50 00
Jermyn and Bang	M. Carter	4	6	12 "	110 00
Jones Falls and Morton	R. Foley	3	3 & 6	12 "	57 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c. *Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Keene and Railway Station	R. McIntyre	1½	12	12 months	24 00
Kennaway and Leafield	J. Wilson	7½	1	12 "	52 00
Kingston and Portsmouth, etc.	T. C. Wilson	2¼		12 "	159 60
Kingston-Carriage of Letter Carriers	Kingston, Portsmouth & Cataraqui St. Ry. Co			12 "	360 00
Kingston and Street Letter Boxes	B. McConville			12 "	667 95
Kingston and Railway Station	T. C. Wilson & Son			Special trip	1 00
Kingston and Newburgh	C. H. Finkle	27	6	12 months	400 00
Kingston and Perth Road	G. Alton	18	6	12 "	398 00
Kingston and Sydenham	R. Scriven	18	6	12 "	250 00
Kingston and Westport	A. M. Wing and F. Stafford	47	6	3 " (to Sept 30, '01).	106 25
do do	G. M. Hurlburt and E. F. Ripley	47	6	9 " (from "	318 75
Kingston and Willetsholme	N. F. Darling	16½	3	12 "	374 99
Kingston Junction and Grand Trunk Junction	J. P. Hanley	2	26	12 "	36 00
Kinmount and Mount Irwin	T. Peacock	7	2	12 "	70 00
Lakefield and Lakehurst	A. G. Shearer	19	3	12 "	240 00
Lakefield and Railway Station	J. Cooper	¼	18	12 "	75 12
Lakefield and Young's Point	P. A. Kearney	5½	6	3 " and 22 days (from March 10, 1902)	59 09
Lake Opinicon and Perth Road	J. Roberts, jun.	10	3	12 "	97 00
L'Amable and Bronson Station	J. R. Tait	1½	6	12 "	85 00
Lang and Railway Station	A. Colville	1	12	12 "	63 00
Lansdowne and Melcombe	E. E. Landon	1	3	12 "	104 00
Lansdowne and Rockfield	J. E. Herbison	8	6 & 3	12 "	212 82
Lansdowne and Sand Bay	E. Patience	11½	3	12 "	150 00
Latimer and Wolf's Corners	M. E. Traves	1	3	12 "	62 48
Lavant Station and Plevna	J. F. Card	17	3	12 "	245 00
Leinster and Overton	J. Schamehorn	6	3	12 "	88 00
Leland and Oates	J. Buck	4½	2	12 "	50 00
Lillies Mill and Railway Station	T. J. Hampton	100 ft.	12	8 " and 22 days (to Mar. 22, '02.)	7 25
Lime Lake and Marlbank	C. B. Loyst	4	3	12 "	60 00
Lochlin and Railway Station	G. W. James	¼	12	12 "	40 00
Long Lake and Mountain Grove	H. Drew	8	3	12 "	100 00
Lyn and Railway Station (B. & W.)	W. A. McLean	⅛	12	12 "	60 00
do do (G. T.)	do	1	6	12 "	55 00
Lyndhurst and Morton and Railway Station	F. Bullis	2¾ & 3½	12 & 6	12 "	95 00
McKenzie Lake and Madawaska Station	J. Payne	14	1	12 "	73 00
McLean and Parham	H. Vanvolkenburg	8¼	2	12 "	63 00
McIntosh Mills and Mallorytown	T. L. Flood	14	6	12 "	310 00
Madoc and Queensboro'	R. E. Moore	8	6	12 "	175 00
Madoc and Railway Station (C.O.)	P. L. Vankleek	7	12	12 "	400 00
do do (C.P.)	G.P.Alcombrack	6½	7	12 "	295 00
do do (G.T.)	P. L. Vankleek	½	24	3 " (to Sept.30,'01)	31 25
do do (G.T.)	C. Caverly	½	24	9 " from "	93 75
Mallorytown and Poole's Resort	W. E. Williams	5	6 & 3	12 "	79 00
Mallorytown and Rockport	A. Dickey, jun.	12½	6	12 "	215 61
Mallorytown and Sherwood Spring	J Bryant	7	3	12 "	81 72
Malone and Railway Station	C. Thompson	¾	6	12 "	80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Maple Lake and Minden	J. Barry	22½	2	12 months	195 00
Marmora and Railway Station	R. A McWilliams	2½	12	12 "	101 00
Marmora and Shanick	P. Sheridan	9	2	12 "	60 00
Marmora and Stirling	W. Gallagher	16	6	3 " (to Sept. 30, '01)	66 25
do do	W. Hulin	16	6	9 " from "	198 75
Maynooth and Bancroft Ry. Stn	W. J. Fitzgerald	15	6	12 "	384 48
Millbridge and Railway Station	C. Donaldson	1¼	6	12 "	80 00
Minden and Railway Station	J. Mouncey	7½	12	7 " (to Jan. 31, '02)	122 10
do do	T. Stinson & Son.	7½	12	5 " from "	84 48
Minto and Sine	C. G. Reid	3	3	12 "	70 00
Moira and West Huntingdon Railway Station	B. C. Salisbury	5	6	12 "	120 00
Moneymore and Roslin	M. Thompson	6½	2	3 " (to Sept. 30, '01)	15 00
do do	J. W. Burley	6½	2	6 " (to Mar. 31, 02)	39 00
do do	do	6½	1	3 " from "	9 75
Morven and Napanee	T. Butcher	5	6	3 " (to Sept. 30, '01)	27 50
do do	N. Unger	5	6	9 " from "	82 50
Mountain Grove and Railway Station	A. McDonald	100 yds.	12	12 "	12 00
Mountain View and Rossmore	J. W. Robbins	6 m.	6	4 " (to Oct. 31, '01)	62 33
do do	R. J. Welch	6	6	8 " from "	100 99
Murray and Railway Station	G. A. Stimers	1	24	9 " (to Mch. 31, '02)	131 60
do do	H. A. Boyce	1	24	3 " from "	46 25
Napanee and Street Letter Boxes	R. A. Leonard	1½	18	12 "	75 00
Napanee and Switzerville	P. E. R. Miller	6	3	12 "	96 00
Naphan and Poucher's Mills	J. D. Naphan	12½	2	12 "	72 12
Newboro, and Railway Station (B. & W.)	A. Wallace	⅛	12	12 "	49 72
Newboro, and Smith's Falls	W. F. Grabam	29 & 25	6	12 "	400 00
New Dublin and Bellamys Station	J. Horton	3½	3	12 "	75 00
Norwood and Warkworth and Hastings Railway Station	C. McDonnell	16 & 6	6	12 "	460 00
Norwood and Railway Station	D. Foster	½	20	12 "	260 75
Odessa and Railway Station	S. Clark	5	12	12 "	174 00
Odessa and Violet	S. Clark	6	6	9 " (to Mch. 31, '02)	82 50
do do	D. W. Shea	6	6	3 " from "	29 25
Ormsby and Railway Station	J. McKenzie	¼	12	12 "	60 00
Ormsby and Thanet	W. McKillican	5	2	12 "	39 00
Otonabee and Railway Station	J. Duff	⅛	12	12 "	75 00
Parma and The Pines	T. W. Botting	6	3	3 " (to Sept. 30, '01)	17 50
do do	C. Brooks	6	3	9 " from "	52 50
Perth and Westport	J. F. Melville	23	2	12 "	212 00
Peterboro, and Railway Station (C.P. & G.T.)	G. Fowler	½ & ¼	92	12 "	399 04
Peterboro, Transfers	do			12 "	25 00
Peterboro, and Street Letter Boxes	C. Cameron	4½	12	12 "	200 00
Peterboro, and Warsaw	J. Crowe	16	6	12 "	265 00
Petworth and Yarker	J. C. Wallace	4	6	12 "	150 00
Phillipston and Poucher's Mills	W. H. Sills	5	3	12 "	85 00
Picton and Railway Station	C. Way	¾	24	12 "	62 60
Picton and Solmesville	J. I. Thompson	17	6	12 "	280 00
Picton and South Bay	S. E. Dulmage	18	6	12 "	273 67
Picton and Street Letter Boxes	W. V. Pettet	1	12	12 "	78 25
Picton and West Lake and West Point	J. R. Tubbs	10½	3 & 6	12 "	167 36
Picton and Wellington	Terrill & Fraleigh			Special trip	5 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Point Traverse and South Bay. . .	G. W. Bongard.	7½	3	6 mos. (to Dec. 31, '01).	40 00
do do	A. Vandusen ...	7½	3	6 " from " ..	36 00
Portland and Crosby Railway Station	W. G. Singleton	5	6	12 "	157 48
Prenevean and Rylstone.....	J. C. Hegadorn.	8	3	12 "	84 48
Pusey and Railway Station.....	Mrs. J. Shea		6	6 " from Jan. 31, '02	25 00
Read and Shannonville..	P. Brennan.....	13¾	6	12 "	237 48
Roblin and West Plain.....	A. Sedore	3	2	12 "	25 00
St. Lawrence and Wolfe Island .	J. W. O'Brien..	13	2	6 " (to Dec. 31, '01).	75 00
do do ...	S. D. Woodman.	14	2	6 " from " ..	47 50
Sharbot Lake and Railway Station.	M. Avery... ..	¼	14	6 " (to Dec. 31, '01).	73 60
do do ..	J. L. Geraldi ...	¼	14	6 " from " .	72 40
Sharbot Lake and Zealand.....	J. Erwin.....	5½	2	12 "	74 00
Singleton and Crosby Railway Station	J. Freeman.....	100 yds.	6	9 " (to Mch. 31, '02).	8 90
Soperton and B.W. & S.S.M. Railway Station	S. W. Stafford..	½	6	12 "	50 00
Springville and Frazerville Railway Station (G.T.R.).....	D. V. Trew.....	3	6	12 "	89 00
Stirling and Railway Station.....	H. S. Ferguson..	¼	12	12 "	62 60
Tory Hill and Railway Station	J. H. Anderson.	10	12	12 "	50 00
Trenton and Railway Station (C.O.)	W. Firman	¼	36	7 " (to Jan. 31, '02).	185 00
do do ..	R. S. Ireland...	¼	36	5 " from " ..	115 20
Trenton and Wooler	W. H. Richards.	9	6	1 " (to July 31, '01).	14 33
do do	A. Ferrill.	9	6	7 " (to Feb. 28, '02).	93 32
do do	N. N. Gaffield..	9	6	4 " from " ..	53 33
Tuftsville and Madoc Junction ...	S. Tufts	¼	6	12 "	24 00
Tweed and Railway Station . ..	O. C. Frost.....	¼	20	12 "	119 00
Umfraville and Turriff Railway Station	T. Kelly.... ..	4	6	12 "	90 00
Villiers and Railway Station	W. Weir	2	3	12 "	70 00
Wellington and Railway Station..	A. W. Clarke...	¼	24	12 "	46 80
Wellman's Corners and Railway Station.....	P. Hubble.. ...	2	6	12 "	150 00
West Huntingdon and Railway Station.	A. Adams . ..	¼	6	12 "	27 00
Westport and Railway Station (B. & W.)	J. H. Whelan...	1	12	12 "	68 00
Westport and Railway Station (K. & P.).....	F. C. Knapp....	20	3	12 "	168 00
Westwood and Railway Station.. .	J. Doherty, jr ..	2½	6	12 "	142 24
Wilberforce and Railway Station..	Mrs. H. Riley ..	2	6	5 " (to Nov. 30, '01).	37 86
do do ..	A. Riley.....	2	6	1 " from " ..	7 57
Wilbur and Railway Station.	Mrs. B. Richardson	10 yds.	6	12 "	10 00
				Total	$38,921 73

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberarder and Railway Station	H. R. Dier	½	6	12 months and arrears	62 40
Aberdour and Railway Station	G. Christie	1¼	6	12 "	70 11
Adelaide and Strathroy	J. Harris	8¾	6	12 "	146 00
Ailsa Craig and Nairn	M. McIntyre	8½	6	12 "	190 00
Ailsa Craig and Railway Station	J. Morgan	½	6	3 " (to Sept. 30, 1901)	10 00
do do	C. Walker	½	6	9 " from "	33 00
Albuna and Blythswood	E. Courtney	2¾	3	12 "	60 00
Aldboro' and Rodney	C. McIntyre	4	6	12 "	160 00
Allenford and French Bay	T. C. Powell	8	2	12 "	109 00
Allenford and Railway Station	John Dean	¾	12	6 " (to Dec. 31, 1901)	37 92
do do	T. C. Powell	¾	12	6 " from "	37 20
Allenford and Southampton	Mrs. A. Dean	10½	6	1 " (to July 31, 1901)	19 58
do do	T. C. Powell	10½	6	11 " from "	215 42
Alma and Railway Station	A. Gale	¾	12	12 "	90 77
do do	do	¾	12	12 "	35 00
Alma and Winfield	B. Stickney	8	3	12 "	115 00
Alvinston and Railway Station	D. C. Munro	½	12	12 "	87 00
Amberley and Lurgan	A. McLellan	5	3	7 " (to Jan. 31, 1902)	37 92
Amberley, Lurgan and Main Post Road	D. Ray	5 & 2½	3 & 6	5 " from "	35 41
Amherstburg and Railway Station	J. R. Tomlinson	¼	12	12 "	83 87
Amherstburg and Windsor	A. Fox	17½ & 19½	6 & 3	12 "	450 00
Amiens and Ryckman's Corners	W. Ireland	2	3	10 " and 18 days (to May, 18, 1902)	47 91
Amiens and Strathroy	do	5	6	1 " and 13 dys. (from May, 19, 1902)	11 81
Amulree and Stratford	A. M. Fisher	11	6	12 "	294 00
Appin and Mayfair	J. E. Campbell	4½	6	12 "	147 00
Appin and Osman	H. Davis	8½	3	12 "	120 00
Appledore and Railway Station	W. Higgs	2½	2	12 "	56 65
Arkona and Keyser	H. E. Wilson	5½	6	12 "	165 00
Arkona and Thedford	W. H. Sitlington	7½	6	12 "	138 67
Arkona and Watford	T. J. Wilson	11½	6	12 "	242 40
Arkwright and Mount Hope	T. Johnston	3½	2	2 " (to Aug. 31, 1901)	11 50
Armow and Kincardine	G. W. Shier	11	3	3 " (to Sept. 30, 1901)	31 20
do do	D. McKenzie	11	3	9 " from "	90 00
Arner and Kincardine	L. P. Yankey	¼	12	12 "	54 00
Arthur and Fergus	C. Farrell	12	6	9 " (to Mar. 31, 1902)	102 75
do do	W. E. Draper	12	6	3 " from "	33 75
Arthur and Railway Station	E. A. Driscoll	⅜	24	12 "	98 00
Atkin and Inwood	E. L. Miller	4½	2	12 "	50 00
Atwood and Mitchell	W. Brown	17	6	12 "	325 00
Atwood and Railway Station	do	½	6	12 "	35 00
Auburn, Blyth and Railway Station	M. A. Moore	6¾ & 6¾	6 & 6	12 "	315 00
Aughrim and Tancred	F. W. Canning	1¼	2	12 "	35 00
Avon, Putnam and Railway Station	J. McCallum	6 & ½	6 & 12	12 "	190 00
Avonry and Wilkesport	E. Blacklock	2½	2	12 "	45 00
Aylmer and Dunboyne	C. Panbst	32	6	12 "	471 00
Aylmer and Railway Station (G.T.)	A. W. Pierce	¾	24	12 "	98 91
do do (M.C.)	do	2½	6	12 "	83 70
Aylmer and St. Thomas	J. Thody	10	6	12 "	125 00
Ayr and Railway Station	H. Deagon	½	18	12 "	112 68
Ayr and Roseville	do	4½	6	12 "	155 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baden and Wellesley	P. Ottman	9	6	12 months	175 00
Badenoch and Mildmay	A. Kliest	4¼	2	12 "	52 25
Bamberg and Petersburg	A. Starr	7½	6	12 "	110 00
Banner and Railway Crossing	J. Clendinning	½	6	12 "	51 63
Bayfield and Railway Station	J. McGee	9¾	6	12 "	200 00
Bayfield and Seaforth	do	17	6	12 "	315 00
Bayham and Ingersoll	W. H. Cook	20⅝	6	12 "	395 00
Bear Line and Chatham	G. C. Bishop	8¼	2	12 "	44 33
Becher and Terminus	M. Munro	4½	2	6 " from Jan. 1, '02	26 00
Becher and Wallaceburg	E. H. Ruttan	5	3	12 "	80 00
Beechwood and Dublin	J. Jordan	5¼	6	10 " (to Apl. 30, '02)	103 25
Beechwood, St. Columban and Railway Station	L. Carlin	2¾ & ¼	6&12	2 " from "	14 24
Belgrave and Marnock	P. Porterfield	3⅝	3	12 "	60 00
Belgrave and Railway Station	S. Tufts	½	18	4 " (to Oct. 31, '01)	50 00
do do	D. Sproat	½	18	9 " from "	100 00
Belgrave and Sunshine	M. S. Watson	3½	2	12 "	70 00
Belle River and Byrnedale	W. Byrne	5½	1	12 "	55 00
Belmont and London	J. Charles	14	6	12 "	140 00
Belmont and Railway Station	do	½	12	12 "	58 83
Belmore and Wroxeter	J. Chittick	6	6	12 "	149 00
Belton and Railway Station	J. Gibson	⅛	12	9 " (to Mar. 31, '02)	37 50
do do	T. F. Wiseman	⅛	12	3 " from "	12 50
Belton and St. Ives	H. Powell	6	2	12 "	72 00
Benmiller and Goderich	W. Moore, jr.	6¼	6	12 "	175 00
Bentpath and Dresden	J. Stewart	12½	2	12 "	85 00
Berlin and Crosshill	T. S. Playford	15¼	6	12 "	300 00
Berlin and Railway Station	Berlin & Waterloo St. Ry. Co.	½	18	12 "	110 00
Berlin and Street Letter Boxes	H. Bachmann	7½	18	12 "	200 00
Berlin and West Montrose	J. McGovern	14	6	12 "	365 00
Bickford and Railway Station	M. Webster	300 ft.	12	3 " (to Sept. 30, '01)	10 11
do do	W. Bradshaw	300 ft.	12	9 " from "	29 94
Big Point and Dover South	J. Brown	6	3	12 "	85 00
Birr and Southgate	G. Morrison	2½	3	12 "	50 00
Blackwell Station and Railway Stn.	P. Wellington	⅛	2	12 "	41 20
Blair and Railway Station	J. J. H. Renshaw	20 ft.	12	12 "	27 11
Brandford Station and Railway Stn.	E. Eaton	1/10	12	12 "	36 00
Blenheim and Morpeth	T. K. Morris	10	6	12 "	313 92
Blenheim and Railway Station	E. W. Osborne	½	18	12 " and extra trips	160 71
Blenheim and Rondeau, &c	H. M. Winter	5	6&3	12 "	120 00
Blenheim and Wheatley	O. Lounsbury	32½	6	4 " (to Oct. 31, '01)	318 00
do do	W. E. Dean	32½	6	8 " from "	516 67
Bluevale and Railway Station	J. Gardiner	⅛	12	12 "	91 00
Blyth and Railway Station	W. Bell	½	24	12 "	175 28
Blythswood and Goldsmith	D. Reid, jr.	4⅛	3	9 " (to Mar. 31, '02)	56 25
do do	A. J. Scratch	4½	3	3 " from "	18 75
Blythswood and Railway Station	do	⅛	6	9 " (to Mar. 31, '02)	67 80
do do	D. Reid, jr.	⅛	6	3 " from "	24 96
Bornholm and Brodhagen	W. Hillebrecht	4	6	12 "	147 00
Bornish and Sable	A. McDonald	3	3	12 "	50 00
Bothwell and Chachan	J. L. Patterson	6 & 8¼	6&3	12 "	190 00
Bothwell and Florence	C. McCrary	8½	6	12 "	300 00
Bothwell and Moraviantown	W. Goolding	4	2	12 "	56 00
Bothwell and Mosside	A. C. McAlpine	16	6	12 "	368 54
Bowood and Ivan	J. S. Harris	5	6	11 " from Aug. 1, '01	110 00
Boxall and Fingall	L. Else	3½	4	12 "	100 00
Bradshaw and Brigden	W. A. Dawson	4½	3	12 "	99 00
Brandy Creek and Railway Station	E. R. Crombie	1/16	6	12 "	45 00
Brantford and Burtch	J. McIntyre	⅝	6	12 "	170 00
Brantford and Grand View	Hunt & Colter	1	6	12 "	40 00
Brantford and Langford	D. Dowling	8	6	12 "	200 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brantford and Railway Stations	J. M. Dykeman & Co			12 months	547 36
Brantford and Street Letter Boxes	J. Moffat	19⅝	12	12 "	280 00
Breslau and Weissenburg	A. Hoch	8	6	12 "	200 00
Brewster and Parkhill	J. Raville	15¾	6	12 "	300 00
Brigden and Railway Station	J. Armstrong	¼	12	12 "	93 90
Brigden and Wheeler	J. R. Woodwark	6	2	12 "	104 00
Bright and Cassel	O. Carter	9	6	12 "	250 48
Bright and Washington and Ry Stn	E. Gatzka	6¼&½	6&12	12 "	194 00
Brinkman's Corners and Tobermory	T. Bartman	16½	2	3 " (to Sept. 30, '01).	46 25
do do	J. H. Hopkins	16½	2	9 " from "	165 00
Britton and Railway Station	J. Johnston	¼	6	12 "	75 12
Brucefield and Railway Station	C. Wilson	¼	24	12 "	68 86
Brunner and Railway Station	W. Peters	¼	6	12 "	59 59
Brussels and Cranbrook	C. Alderson	5	6	9 " (to Mar. 31, '02).	90 00
do do	G. Huether	5	6	3 " from "	29 25
Brussels and Railway Station	A. Beattie, sr	¼	12	12 "	60 09
Brussels and Seaforth	R. Williams	15	6	12 "	175 00
Brussels and Wroxeter	G. Robb	10	6	12 "	225 00
Burford and Cathcart	R. French	5¼	6	3 " (to Sept. 30, '01).	34 75
do do	Isabella French	5¼	6	1 " & 18 d. (to Nov. 18, 1901)	18 50
do do	R. W. Cavin	5¼	6	7 " & 12 days (from Nov. 19, 1901)	85 75
Burford and Fairfield Plains	R. Cavin	3½	3	12 "	70 00
Burgessville and Newark	B. W. Sherk	9½	6	12 "	199 00
Burgessville and Railway Station	F. Purdue	¼	18	12 "	50 00
Buxton and Railway Station	B. G. Burk	1	12	12 "	100 16
Byron and London	J. Charles	5 & 6	6	12 "	173 33
Calder and Railway Station	H. G. Jones	2¾	2	12 "	51 00
Caledonia and Canboyville	W. Arrell	6	2	3 " (to Sept. 30, '01).	18 75
do do	J. M. McMullen	6	2	9 " from "	56 25
Caledonia and Railway Station	do	¼	24	12 "	100 16
Caledonia and Six Nations	Y. L. Beaver	4	3	12 "	39 00
Camlachie and Hillsborough	J. Irwin	9	2	12 "	98 50
Canfield and Railway Station	T. Brown	1/16	8	12 "	78 60
Cape Croker and Colpoy's Bay	T. Gilbert	15	2	12 "	99 00
Cargill and Railway Station	C. W. Keeling	¾	12	12 "	90 13
Carholme and Simcoe	W. E. Brearley	16	6	12 "	313 00
Carlingford and St. Paul's Railway Station	W. G. Davidson	14½	6	12 "	338 00
Carlsruhe and Railway Crossing	N. Lobsinger	1¼	12	12 "	109 85
Cayuga and Deans	G. Shipway	3	3	12 "	76 44
Cayuga and Gypsum Mines	J. Stockton	4	6	12 "	100 00
Cayuga and Kohler	C. Degurse	4½	3	6 " (to Dec. 31, '01).	42 50
do do	J. Hoffman	4½	3	6 " from "	42 50
Cayuga and Railway Station (G.T.)	E. Wigg	½	6	12 "	58 14
do do do	do	½	12	12 "	46 95
do do (M.C.)	G. Lishman	½	12	12 "	125 20
Cayuga and Upper	A. Auger	12	3	12 "	135 00
Centralia and Saintsbury	W. J. Smyth	4	2	12 "	52 00
Charing Cross and Doyles	M. Doyle	4½	2	12 "	75 00
Charing Cross and Railway Station	A. Hunter	½	24	12 "	100 16
Charlemont and Tupperville	J. Humphrey	4¼	2	12 "	49 00
Chatham and Dover South	W. Lapp	6½	6	12 "	175 00
Chatham and Mitchell's Bay	J. McLaren	15½	3	12 "	200 00
Chatham and Railway Station	J. W. Green	½	30	12 "	210 00
Chatham and Street Letter Boxes	J. D. Blackburn	7½	18	3 " and 20 days (to Oct. 20, '01)	68 17
do do	A. Bogart	7½	18	8 " and 11 dys (from Oct. 21, '01)	155 83

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ cts.
Cheapside, Jarvis and Railway Station	P. Gibbs	15 & ⅜	6 & 12	12 months.			450 00
Chepstowe, Dunkeld and Railway Station	J. T. Lacy	2½	6	3	"	(to Sept. 30, '01)	25 28
do do do	J. Schurter	2½	6	9	"	from "	87 75
Chesley and Railway Station	J. Lindsay, jr.		12	12	"		60 09
Chevalier and Stoney Point	D. L. Chauvin	1	12	12	"		96 00
Christina and Mount Brydges	J. Bond	13	3	12	"		117 00
Clanbrassil and Railway Station	J. Cossar	2	6	12	"		60 00
Clandeboye and West McGillivray	G. Saunders	7½	6	9	"	(to Mch. 21, '02)	130 50
do do	J. W. Hardy	7½	6	3	"	from "	42 25
Clifford and Huntingfield	M. Haskins	7	2	12	"		75 00
Clifford and Lakelet	J. Horton	5½	6	12	"		120 00
Clifford and Railway Station	J. Bolton	¼	12	12	"		60 09
Clinton and Railway Station	J. W. Elliott	¼	42	12	"		147 87
Clinton and Summer Hill	I. Brownlee	4¼	2	12	"		65 00
Coatsworth Station and Railway Station	J. E. Liddle	15 rods	12	12	"		43 82
Coldstream and Fern Hill	S. P Zavitz	6	6	12	"		107 00
Colpoy's Bay and Wiarton	L. Hyatt	3	6	12	"		90 00
Comber and Railway Station	J. Lebert	½	24	12	"		131 46
Comber and Windfall	W. K. Scott	9	2	8	"	(to Feb. 28, '02)	82 66
Comet and Harrow	A. Beaudoin	4	3	12	"		143 00
Conroy and St. Paul's Station	J. Grady	2½	2	12	"		60 00
Coplestone and Petrolea	R. E. Germain	3 2/5	6	1	"	(to July 31, '01)	15 05
do do	W. O. White	3 2/5	6	11	"	from "	146 67
Corinth and Railway Station	G. A. McKenzie	25 rods	12	12	"		59 00
Cornell and Railway Station	A. Daiken	⅝	12	12	"		60 09
Corunna and Railway Station	C. E. Proctor	⅜	12	12	"		52 13
Cotswold and Glenlee	R. Johnston	2½	3	5	"	and 4 days (to Dec. 4, 1901)	14 33
Cotswold and Palmerston	G Williams	7	6	12	"		150 00
Cottam and Essex	J. E. Tilley	5¼	6	12	"		160 00
Courtland, Port Rowan and Railway Station	M. T Minard	20 & ¼	6&12	12	"		495 00
Courtland and Rosanna	W. J. Harron	4	2	12	"		48 00
Courtright and Ladysmith	J. Coyle, sr	5	3	12	"		95 00
Courtright and Railway Station (L. E. & D. R.)	W. A. Cathcart	⅛	12	12	"		76 00
do do (C. S.)	do	1/11	12	12	"		78 25
Cowal and Iona Station	W. Fletcher	6	6	12	"		90 00
Cranston and Railway Station	D. Hannah	4½	6	12	"		160 00
Crediton and Railway Station	C. Wolf	5¼	12	10	"	(to Apl. 30, '02)	187 29
do do	do	5	12	2	"	from "	33 51
Crinan and Dutton	J. D. McIntyre	10	3	12	"		125 00
Croton and Thamesville	W. A. Bigham	11	6	12	"		200 00
Cultus and Erie View	E. Overbaugh	8	6	12	"		195 00
Curries Crossing and Railway Stn	W. D. Smith	½	6	12	"		75 12
Darrell and Railway Station	D. D. Purdie	50 ft.	6	10	"	(to Apl. 30, '02)	10 82
do do	S. Duncan	50 ft.	6	2	"	from "	2 60
Dashwood and Parkhill	P. McIsaac	16½	6	12	"		334 00
Dashwood, Exeter and Railway Stn.	do	8¼	6	12	"		220 00
Deceewsville and Railway Station	H. Barnett	300 yds.	12	12	"		54 00
Deemerton and Mildmay	B. Ruland	2½	6	9	"	(to Mch. 31, '02)	82 50
do do	A. Kneneman	2½	6	3	"	from "	36 00
Delaware and London	F. Ireland	12	6	12	"		164 00
Delhi and Railway Station	J. M. Cupler	½	6	12	"		30 60
Delhi and Rhineland	G. Manthe	4	3	12	"		67 00
Delhi and Wycombe Station	A. L. Wilson	8 & ½	6&12	12	"		200 00
Delmer and Railway Station	H. Minshall	¼	6	12	"		50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Denfield and Duncrieff	J. Hodgins	6½	6	12 months	134 00
Denfield and Railway Station	J. Hunter	6 rods.	24	12 "	44 00
Dereham Centre and Mitchells Corners	W. Short	2	6	12 "	100 00
Derrynane and Kenilworth	J. Purtill	5	2	12 "	50 00
Devizes and Maple Grove	I. Langford	4¼	3	12 "	69 00
Dexter and Union	C. Parker	5	6	12 "	120 00
Dobbinton and Mount Hope	J. H. King	19	3	10 " from Sept. 1, 01.	95 83
Dobbinton and Railway Station	W. J. Thompson	1/16	12	12 "	87 64
Dobbinton and Salisbury	J. H. King	13¼	3	2 " to Aug. 31, 01	12 83
Donegal, Atwood and Railway Station	J. H. Thorndyke	4½	6	12 "	150 00
Doon and Railway Station	J. H. Thompson	1/16	18	12 "	39 90
Drayton and Hollen	A. W. Perry	5	6	12 "	137 00
Drayton and Railway Station	R. Henderson	¼	24	12 "	73 85
Drayton and Riverbank	F. J. Wilson	6⅝	6	12 " and arrears	226 73
Dresden and Railway Station	D. Turnbel	⅛	24	12 "	199 20
Dresden and Rutherford	S. Hubbard	10	6	12 "	155 00
Drew and Railway Station	R. Cardwell	2	6	12 "	101 00
Drew Station and Railway Station	J. H. Dickson	200 yds	6	12 "	1 00
Drumbo and Railway Station	R. Alexander	¾ & ¼	24	12 "	95 00
Drysdale and Kippen	J. Howard	10	6	12 "	290 00
Duart, Palmyra and Railway Station	L. Eberle	8 & ¼	6 & 12	12 "	331 25
Dublin and Farquhar	S. Poulin	11	6	12 "	260 00
Dublin and Railway Station	M. Wallace	¼	24	12 "	93 92
Dumblane and Paisley	I. McNeill	5½	3	12 "	101 00
Dunkeld and Railway Station	H. Spitzig	⅝	6	12 "	79 00
Dunnville and Selkirk	G. Gamble	18	6	1 " to July 31, 01	28 00
do do	S. Hurst	18	6	11 " from do	361 17
Dutton and Railway Station	A. J. Leitch	½	12	12 "	125 20
Dyers Bay and Lions Head	R. Curry	16	2	12 "	173 00
Eagle, West Lorne and Railway Station	W. Waun	3½ & 1/16	12	12 "	192 00
Ealing and The Gore	M. Ackland	3	3	12 "	60 00
Eberts and Railway Station	E. H. Moir	150 yds	12	12 "	43 82
Eden and Railway Station	Tilsonburg, Lake Erie and Pacific Railway Co.	½	18	12 "	50 00
Edgars Mills and Railway Station	R. Clapp	140 yds.	6	12 "	40 00
Edy's Mills and Oil Springs	A. Groombridge	3	6	12 "	100 00
Elford and Essex	J. A. Sweetman	5	2	12 "	58 00
Elmira and Glenallan	W. Stenson	10 13	6	12 "	249 00
Elmira and Railway Station	H. Stenernagel	¾	24	12 "	64 00
Elmstead and Railway Station	J. S. Austin	2	3	12 "	50 00
Elmwood and Malcolm & Station	C. Wendleborn	2½ 3	6 & 3	12 "	150 00
Elmwood and Railway Station	J. Zarn	¼	12	12 "	46 95
Elora and Inverhaugh	H. Dobberthein	4½	2	12 "	52 00
Elora and Pentland	E. Werth	5	1	12 "	47 50
Elora and Railway Station (C.P.R.)	J. Shank	¼	12	12 "	70 11
do do (G.T.R.)	do	⅛	24	12 "	120 19
Elora and Salem	E. Wissler	1	12	12 "	65 00
Embro and Harrington	W. S. Vannatter	25½	6	12 "	290 00
Embro and Holiday	J. R. McKenzie	4	3	12 "	70 00
Embro and Railway Station	W. S. Vannatter	3¾	12	12 "	162 76
Erbsville and Waterloo	J. Simmermacher	5½	2	12 "	80 00
Erie and Jarvis	J. M. Finch	5	2	6 " (to Dec. 31, '01).	40 00
do do	Mrs. J. M. Finch	5	2	5 " (to May 31, '02)	33 40
do do	H. A. Smithson	5	2	7 days (to June 7, '02)	1 41
Erieau and Railway Station	A. J. Kipp	¼	12	1 mo. and 2 days (to Sept. 14, '02)	3 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eskdale and Tiverton	D. McKenzie	3½	3	4 mos. (to Oct. 31, '01)	20 00
do do	A. McDonald	3½	3	8 " from "	40 00
Essex and Camp Palmer	A. Williams	8	2	11 " and 2 days (from July 30, '01)	22 13
Essex and Gesto	R. Hamilton	5¼	6	12 "	158 00
Essex and Railway Station	T. Rush	¼	24	12 "	156 50
Ethel and Railway Station	J. Jamieson	⅛	12	12 "	135 00
Ettrick and Ilderton	J. McRae	13 r. t.	3	12 "	88 66
Exeter and Railway Station	C. Snell	1	24	12 "	156 50
Exeter and Letter Box	do	1	48	12 "	15 00
Exeter and St. Mary's	J. Moore	26	6	9 " (to Mar. 31, '02)	393 75
do do	F. Ballentyne	26	6	3 " from "	131 25
Fair Ground and Tilsonburg	J. Mabee	22	6	12 "	480 00
Fair Play and Tecumseh	D. Perrin	4	2	3 " (to Sept. 30, '01)	12 50
do do	J. Quick	4	2	9 " from "	37 50
Fairview and Stratford	W. Bell	7	3	12 "	156 00
Falconbridge and Mount Brydges	A. Graham	16¼ r. t.	3	12 "	110 00
Falkland and Paris Station	M. C. Gray	9	6	12 "	240 00
Farewell and Kenilworth	H. Morrison	6¾	6	12 "	140 00
Farewell and Wagram	do	3	2	12 "	35 00
Fargo and Railway Station	T. B. Sanders	300 yds.	18	12 "	60 09
Fergus and Ponsonby	D. Duffield	7	3	12 "	130 00
Fergus and Railway Station (C.P.)	R. Phillips	¾	12	12 "	42 26
do do (G.T.)	M. E. Cosford	¾	24	12 "	123 87
Fernbank, Millbank and Railway Station	J. Lintick	3½ & 4	12 & 6	12 "	305 00
Fingal and Port Talbot	J. Brown	8	3	12 "	128 00
Fingal and Railway Station	J. A. Neville	3½	12	12 "	185 29
Fingal and St. Thomas	H. Cameron	7	6	12 "	140 00
Fisherville, Nelles Corners and Railway Station	H. Reichheld	4½	6 & 12	12 "	190 00
Fletcher and Railway Station	R. Sainsbury	¾	12	12 "	50 08
Florence and Shetland	C. McCrary	5	6	12 "	119 60
Fordwich and Newbridge	W. Chapman	4½ & 7	6 & 3	12 "	134 75
Fordwich and Railway Station	J. McLaughlin	½	12	12 "	87 64
Fordyce, Lanes and Belfast, &c	A. McLeod	38	12	12 "	400 60
Forest and Railway Station	P. Smith	167 yds.	12	8 " (to Feb. 28, '02)	58 52
do do	R. Foster	167 yds.	12	4 " from "	29 12
Forest and Ravenswood	C. Anderson	9	3	12 "	100 00
Forestville and Railway Station	E. T. Martin	⅛	12	1 " (to July 31, '01)	5 40
do do	J. A. Hoover	⅛	12	2 " (to Sept. 30, '01)	10 40
do do	E. G. Hoover	⅛	12	9 " from "	46 80
Freeborn and Peffer's Crossing	H. Freeborn	½	6	12 "	30 03
Frome and Railway Station	W. F. Silcox	1¼	6	12 "	78 25
Fulton's Mills and Railway Siding	G. Fulton	300 yds.	6	12 "	40 05
Fullarton and Mitchell	H. Rogers	8¾	6	12 "	195 00
Galt and Glen Morris	T. Scott	7	6	6 " (to Dec. 31, '01)	114 00
do do	T. Gingrich	7	6	6 " from "	107 50
Galt and Railway Station (C.P.)	T. Keachie	⅜	24	12 "	200 32
do do (W.G.& B.)	do	⅜	12 6	12 "	125 00
Galt and Street Letter Boxes	J. A. Lenfesty	4½	13	12 "	160 00
Garnet and Railway Station	D. Brock	⅛	12	12 "	39 11
Gladstone and Railway Station	L. McMurray	5	6	9 " (to Mch. 31, '02)	73 56
do do	E. R. McMurray	5	6	3 " from "	24 75
Glamis and Pinkerton Station	R. Collins	18	6	3 " (to Sept. 30, '01)	49 25
do do	C. Metcalf	18	6	9 " from "	147 75
Glanworth and Railway Station	K. Turnbull	½	6	12 "	64 15
Glen Annan and Railway Station	A. Anderson	¼	12	12 "	48 18

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glencoe and Kilmartin	D. B. McIntyre.	4½	3	12 months	89 00
Glencoe and Wood Green	A. Crothers	5½	6	12 "	150 00
Glencolin and Railway Station	S. T. Young	100 yds.	6	12 "	80 00
Glendale and White Oak	G. F. Johnston	2½	3	12 "	55 00
Glenfarrow and Wingham	W. Mackersie	6	2	12 "	70 00
Glenmeyer and Kinglake	H. Walmsley	3	6	12 "	100 00
Glenrae and Railway Station	J. Sterratt	50 yds.	12	12 "	25 96
Glenwood Station and Railway Stn.	W. C. Estabrook	¼	12	10 "	45 00
Goderich and Kincardine	P. F. Hamlin	33	6	12 " (to Aug. 31, '01).	132 83
do do	J. L. Watson	33	6	2 " from "	664 17
Goderich and Letter Boxes	G. Bissett	5	12	12 "	73 00
Goderich and Lucknow	E. Thompson	21¾	6	12 "	410 00
Goderich and Railway Station	A. M. Polley	¼	36	12 "	144 60
Goldstone and Railway Station	J. Sanderson	1½	6	12 "	125 20
Goldstone Stn. Parker and Ry Stn.	F. Mayne	3 1/16	6	12 "	75 00
Goldspie and Woodstock	M.L. Mitchelson	20	6	12 "	300 00
Gordon and Railway Station	J. C. Duff	1/16	12	12 "	50 08
Gorrie and Railway Station	G. Brown	⅛	12	2 " (to Aug. 31, '01).	8 10
do do	J. H. Dulmage	⅛	12	1 " (to Sept. 30, '01).	3 75
do do	W. F. Dulmage	⅛	12	9 " from "	35 10
Gowanstown and Kurtzville	J. Gibson	7	3	12 "	117 00
Gowanstown, Wallace and Railway Station	L. Gabel	3½ & ¼	6 & 12	12 "	180 00
Gowrie and Munro	T. P. Harris	2½	3	12 "	48 00
Granthurst and St. Marys	E. Day	5	3	12 "	90 00
Granton and London	J.M.Shoebottom	20	6	12 "	381 00
Granton and Metropolitan	C. Foster	5	2	6 " (to Dec. 31, '01).	27 50
do do	R. T. Rayeroft	15	2	6 " from "	62 50
Granton and Prospect Hill	J. W. Dunman	2	3	12 "	69 95
Granton and Whalen	R. T. Rayeroft	5	2	6 " (to Dec. 31, '01).	27 50
Gresham and Paisley	J. Trelford	23½	3	3 " (to Sept. 30, '01).	49 30
do do	J. Bone, jr	24¼	3	9 " from "	145 50
Griffins Corners and Railway Stn.	Tilsonburg, Lake Erie & Pacific Railway Co.	⅛	18	12 "	30 00
Hagersville and Railway Station	J. Lynch	1/36	36	12 "	118 29
Hagersville and Selkirk	W. Gamble	12	6	12 "	280 00
Hagersville and Springvale	S. Kenner	4	6	12 "	120 00
Harley and Hawtry	J. W. Hainer	15	6	12 "	312 00
Harley and New Durham	R. Cavin	5	6	12 "	144 00
Harley and Railway Station	do	1/36	12	12 "	131 46
Harlock and Seaforth	W. McIntosh	11¼	6	12 "	275 00
Harriston and Railway Station	R. H. Ward	¼ & 1/36	36-12	12 "	175 28
Harron and Railway Station	C. J. Pastorins	1/36	6	12 "	56 34
Hartford and Waterford	L. S. Dean	12	6	12 "	235 00
Harwich and Railway Station	L. Galbraith	4½	6	12 "	150 24
Hatchley Station and Railway Stn.	B. Powell	1/36	12	12 "	30 03
Hawtray and RailwayStation(G.T.	S. A. Innes	1/36	12	12 "	30 00
do do (M.C.).	do	1/36	12	12 "	80 00
Haysville and New Hamburg	W. A. Cook	3½	6	12 "	123 00
Heather and Walkers	D. McIntyre	3	2	12 "	50 00
Henfryn and Railway Station	J. H. Thomson	1/36	6	12 "	40 05
Hensall and Hurondale	T. Murdock	11¼	6	12 "	230 00
Hensall and Railway Station	J. Sutherland	¼	12	12 "	100 16
Hepworth and Railway Station	J. A. Crichton	1/36	12	12 "	110 17
Hesson and Newton	P. H. Ament	27	6	12 "	234 00
Hickson and Railway Station	T. J. Loveys	1/36	12	12 "	40 00
Highgate and Railway Station	R. B. Teetzel	¼	24	12 "	250 40
Hillman and Leamington	R. Manery	6	2	12 "	75 00
Holmesville and Porter's Hill	W. Pickard	4	4	12 "	97 33

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Holmesville and Railway Station	J. L. Courtice	¼	12	12 months	50 00
Howlett and Lambeth	J. Howlett	4	3	12 "	60 00
Hutchison, McInnis and Park Hill	T. McInnes	2¼ & 4½	3 & 6	12 "	125 00
Hyde Park Station and Komoka Station	G. F. Dean	19½	6	12 "	444 00
Ilderton and Railway Station	J. H. McRae	1/16	24	12 "	100 16
Ilderton and Vanneck	A. Fraser	3	3	12 "	45 00
Ingersoll and Railway Station	J. E. Smith	¼	12	12 "	70 11
Ingersoll and Street Letter Boxes	do	13¼	18	12 "	109 00
Ingersoll and Tilsonburg	W. H. Girvin	15⅝	6	4 " (to Oct. 31, '01)	197 92
do do	D. S. White	15½	6	8 " from "	323 33
Innerkip and Railway Station	E. Knights	⅛	12	12 "	95 76
Inverhuron and Tiverton	D. McKenzie	3	3	4 " (to Oct. 31, '01)	13 33
do do	A. McDonald	3	3	8 " from "	26 67
Invermay and Railway Station	W. C. Croome	¾	12	12 "	93 90
Inwood and Railway Station	J. M. Courtright	10 rods.	12	12 "	40 05
Iona and Railway Station	W. Fletcher	2	12	12 "	125 20
Jaffa and Orwell	A. Stafford	3	2	3 " (to Sept. 30, '01)	9 87
do do	W. Stafford	3	2	9 " from "	29 63
Jarvis and Railway Station	E. A. Lea	⅜	24	12 "	125 20
Jeannette's Creek and Railway Stn.	F. C. Peck	150 yds.	6	12 "	40 00
Jura and Railway Station	C. W. McCordie	3½	3	3 " (from Apl. 1, '02)	15 00
Jura and Thedford	do	7½	3	9 " (to Mch. 31, '02)	84 00
Kenilworth and Petherton	H. Fraser	2½	6	12 "	114 00
Kenilworth and Railway Station	W. J. Kinney	⅛	12	12 "	94 75
Kent Bridge and Thorncliff	C. N. Shaw	3¼	2	12 "	43 00
Kertch and Wanstead	N. K. Nesbitt	3	3	12 "	5 00
Khiva and Shipka	F. Heitzman	2½	4	12 "	75 00
Kincardine and Port Elgin	J. Gow	24	6	12 "	400 00
Kincardine and Railway Station	J. Hockin	1/32	30	6 " (to Dec. 31, '01)	88 48
do do	G. D. Morrison	1/32	30	6 " from "	86 80
Kincardine and Walkerton	J. E. Burley	28	6	12 " less fine	696 00
Kingarf and Kinloss	B. Moulton	4	3	12 "	47 50
Kingscourt and Railway Station	R. H. Wilson	1¼	3	12 "	62 00
Kingsmill and Mapleton	G. A. McCauley	4	6	12 "	129 00
Kingsmill and Railway Station	F. L. Wagner	40 rods.	12	12 "	45 00
Kingsville and Pelee Island	W. Woollatt	26	1 & 2	12 "	475 00
Kingsville and Railway Station	W. J. Gilkinson	⅛	12	12 "	98 89
Kinkora and Sebringville	J. Fletcher	15½	3	12 "	193 00
Kinlough and Westford	A. W. Haldenby	3½	2	12 "	55 00
Kinross and Lucknow	J. Brownscombe	10⅛	6	12 "	250 00
Kintyre and Railway Station	J. Fleming	1⅝	6	12 "	84 51
Kippen and Railway Station	R. Mellis	⅜	12	12 "	150 00
Knapdale and Newbury	D. McNaughton	5	1	12 "	40 00
Kossuth and Preston	H. Sohrt	5½	2	12 "	85 00
Lakeside and Thamesford	R. D. Gregory	12	6	12 "	293 00
Lambeth and Tempo	A. Taylor	4	6	12 "	75 00
Lamon and Sylvain	A. Randall	3	2	12 "	40 00
Langside and Lucknow	E. Thompson	6½	2	3 " (to Sept. 30, '01)	18 75
Langside and Marston	J. A. Girvin	4⅝	2	12 "	35 00
Langville and Whitechurch	H. Rintoul	5	3	9 " from Oct. 1, '01	52 50
La Salette and Railway Station	J. H. Groome	⅛	24	3 " (to Sept. 30, '01)	23 00
do do	J. J. Casey	⅛	24	9 " from "	54 98
Lawrence Station and Railway Stn	W. Miller	5⅝	6	12 "	169 02

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c. —*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Leamington and Railway Station..	S. C. Wigle	¼	24	12 months	75 12
do do (M.C.)	do	⅛	24	12 "	75 00
Lebanon and Moorefield..... ...	J. Sinclair.....	8	3	12 "	100 00
Leesboro and Evans' Corners.....	C. Mullett.....	1½	3	12 "	40 00
Linwood and St. Jacobs	W. Oakley.....	12	6	12 "	230 00
Lion's Head and Spry	G. Jenks . ..	6	3	12 "	75 00
Lion's Head and Wiarton..	J. Owens.	22	3	12 "	295 00
Lisbon and Wellesley	H. Witzel	2	3	12 "	64 00
Lisburn and Purple Grove	D. Teskey... . .	11½	3	6 " (to Dec. 31, '01).	37 50
do do	P. Teskey ...	11½	3	6 " from " ..	37 50
Lisburn and Railway Station.. ...	D. Teskey.....	⅛	6	6 " (to Dec. 31, '01).	12 50
do do	P. Teskey .	⅛	6	6 " from " ..	12 50
Listowel and Molesworth.....	S. Loughead. ..	7	6	12 "	158 06
Listowel and Railway Station.....	W. Donagan....	½	36	12 "	150 00
Listowel and Trowbridge...	F. Cosens	5	6	4 " (to Oct. 31, '01).	58 33
do do	W. J. Tughin ..	5	6	8 " from " ..	108 50
Littlewood and Tempo..... ...	A. Taylor	1¾	4	12 "	25 00
Lochalsh and Ripley....	J. Sixsmith.....	15	6	12 "	210 00
Londesborough and Railway Stn ..	S. Woodman....	⅝	12	12 "	112 68
London and London East.....	London Street Railway Co...	1⅛	24	12 "	140 00
London and London West	J. R. Gurd	1½	12	9 " (to Mar. 31, '02).	60 00
London and Lucan.....	J. H. Hodgins..	16½	6	12 "	299 00
London and MacMillan...	A. Thomson . .	17¾	6	12 "	374 00
London and Odell	S. Read	3	3	12 "	50 00
London and Railway Station (C.P.)	J. Siggins . .	¼	12	12 "	200 18
do do (M.C.)	do	½	12	12 "	280 18
do do (L.E. & D.)	Sheddin Forwarding Co...	⅛	24	12 "	175 00
do do (L.H. & B.)	do .	⅛	24	12 "	175 28
London Letter Carriers' Service ...	London Street Railway Co ..	.....	as req.	12 "	500 00
London, Street Letter Boxes and Sub-Offices	J. Siggins	.....	.....	6 " (to Dec. 31, '01).	384 00
do do ..	do . .	.....	....	6 " from " ..	628 84
London Junction and Railway Stn.	W. J. Barnes...	⅛	12	12 "	50 08
Louisville and Railway Station....	G. N. Arnold...	6½	6	12 "	225 36
Lowlands and Wanstead	P. Y. Anderson.	5	1	3 " (to Sept. 30, '01).	11 25
Lucan, Clandeboye and Railway Stn	McFalls&Loughlen.	3	12	4 " (to Oct. 31, '01)..	66 67
do do ..	J. Ward.....	3	12	8 " from " ..	133 33
Lucknow and Railway Station.....	W. Connell.....	⅜	24	12 "	175 28
Lynn Valley and Railway Station..	E. Edmonds....	⅛	12	12 "	31 92
Lynnville and Railway Station....	W. Axford	2¼	6	12 "	100 78
Lyons and Railway Station.....	W. Appleford...	2½	6	12 "	106 40
McCready and Newbury	D. Ross	6	2	12 "	48 00
McGregor and Railway Station.. ..	J. A. Aubin...	⅛	12	12 "	90 00
Macton and Yatton.	J. O'Neill.....	5	3	6 " (to Dec. 31, '01)..	37 84
do do	Mary A. O'Neill.	5	3	6 " from " ..	37 82
Maguire and Railway Station	A. Tod	2½	6	12 "	100 00
Maidstone and Railway Station....	F. M. McCloskey	¼	12	12 "	109 55
Maple Lodge and Railway Station.	A. W. Smith ...	110 yds.	6	12 "	50 00
Mar and Red Bay....	C. McFarlane...	7	2	12 "	77 00
Marburg and Railway Station	H. W. Annesly..	1½	3	12 "	74 40
Melbourne and Middlemiss	T. Hearn.	4½	6	12 "	129 50
Melbourne and Railway Station ...	G. W. Sponenburg.....	¼	12	12 "	50 08
Melbourne and Waubuakee	S. Clarke.	4	2	12 "	36 10
Melgund and Minto Station	M. McMillan...	2	3	12 "	59 00
Merlin and Railway Station.....	J. K. Brethour..	½	12	12 "	59 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Merlin and Tilbury	F. M. Scarff	15	6	12 months	450 00
Mildmay and Railway Station	G. Herringer	¼	12	12 "	96 39
Millbank and Railway Station	J. Lintick	3	12	12 "	100 16
Miller Lake and Stokes Bay	T. Whyte	6	2	12 "	65 00
Milverton and Railway Station	J. H. Schmidt	1	24	12 "	150 24
Mitchell and Railway Station	J. Coppin	⅜	24	12 "	125 20
Mohawk and Railway Station	J. W. McLaren	¼	12	12 "	50 08
Moncrieff and Moncton	A. Campbell	7	2	12 "	80 80
Moore and Railway Station	J. Morrison	800 ft.	12	12 "	50 00
Moorefield and Railway Station	R. Shera	¼	24	12 "	95 00
Moorefield and Rothesay	A. W. Lowes	3½	6	12 "	100 00
Moorefield and Trecastle	J. Christie	3	6	12 "	100 00
Moorefield and Railway Station	J. Bloomfield	⅓	12	12 "	85 00
Morpeth and Thamesville	J. Duncan	15½	6	12 "	351 12
Mossley and Railway Station	L. McMurray		6	9 " (to Mar. 31, '02).	37 60
do do	E. R. McMurray		6	3 " from "	13 25
Mount Forest and Railway Station	W. Roberts		36	9 " (to Mar. 31, '02).	101 52
do do	D. Allan		36	3 " from "	33 69
Mount Healy and Railway Station	S. A. Nelles	4½	6	9 " (to Mar. 31, '02).	117 50
do do	D. Taggart	4½	6	3 " from "	39 00
Mount Vernon and Railway Station	R. Cavin	2	12	12 "	61 04
Muir and Vandecar	R. Thompson	2½	3	11 " from Aug. 1, '01.	36 67
Mull and Pinehurst	J. T. O'Keefe	3½	2	12 "	70 00
Mull and Railway Station	N. Watson	¼	12	12 "	80 00
Muncey and Railway Station	J. McGregor	30 rods.	12	12 "	40 05
Napier and Rokeby	M. Campbell	¼	2	12 "	50 00
Napier and Strathroy	J. S. Graham	12	6	12 "	225 00
New Canaan and Railway Station	Mrs. E. Neal	1/16	12	2 " and 17 d. (to Sept. 17, '01)	4 29
do do	do	1/16	6	9 " and 13 d. from Sept. 18, '01	11 78
New Dundee and Petersburg	G. B. Bechtel	10	6	12 "	294 00
Nithburg and Stratford	J. McMillan	13½	6	12 "	387 00
Nixon and Railway Station	E. H. Kingsbury	300 yds.	12	12 "	62 60
Nober and Railway Station	C. Heberley	100 yds.	12	12 "	50 08
Normandale and Vittoria	D. Smith	4¾	3	12 "	65 00
North Bruce and Queen Hill	J. H. Sieffert	2¾	3	12 "	69 50
North Buxton and Railway Station	G. B. Shreve	¼	12	12 "	40 05
Norwich and Ry. Station (B. & T.)	H. Farrell	¾	12	12 "	60 09
do do (G.B.&L.E.)	F. Lees	¼	24	12 "	120 00
Oakdale and Rutherford	J. Conbrough	7	3	12 "	80 00
Oakland and Railway Station	J. Graban	2½	12	9 " (to Mch. 31, '02).	124 31
do do	J. S. Crumbach	2½	12	3 " from "	41 26
Ohsweken and Railway Station	R. Martin	5	6	9 " to&15d.Apl'15,02	208 99
do do	D. Davis	5	6	2 " & 15 d. from "	39 64
Oil City and Railway Station	G. W. Bentley	⅛	12	12 "	78 25
Oil Springs and Station	D. P. Sisk	300 yds.	18	12 "	51 16
Oldcastle and Railway Station	M. McCarthy	100 yds.	12&6	12 "	42 80
Oldfield and Wallaceburg	A. McDonald	6	3	9 " to Mch 31, '02	58 50
Olinda and Ruthven	T. H. Wigle	2½	6	12 "	100 00
Oliver and Thornedale	J. G. McLeod	6	2	12 "	100 00
Olivet and Rothesay	J. Tremain	4	2	12 "	60 00
Oneida and Railway Station	W. Reid	1¼	6	12 "	100 16
Onondaga and Railway Station	A. E. Simpson	½		special trip	0 70
do do	M. J. Armour	½	6	3 " (from Apl 1, '02.	15 00
Oriel and Woodstock	W. E. Miller,	25½	6	6 " Dec. 31, '01	237 00
Ossian and Sarnia	J. McKellar	32½	3	12 "	250 00
Otterville and Railway Station	M. J. Lavigne	½	18	12 "	144 95

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Oxford Centre and Woodstock	W. E. Miller	35½ rt.	6	6 mos. from Jan. 1, '02.	232 50
Oxley and Railway Station	S. Julien	6¼	6	12 "	217 34
Paisley and Railway Station	J. Trelford	¼	2	12 "	55 10
Paisley and Vesta	A. Rose	17¾	6	12 "	249 00
Palmerston and Railway Station	J. Taggart	¼	48	9 " (to Mch. 31, '02).	108 10
do do	W. Nowry	¼	48	3 " from "	30 75
Paquette Station and Railway Station	J. Harshaw	33 rods.	6	12 "	40 69
Paris and Railway Station	M. C. Grey	1	42	12 "	262 92
Paris and Street Letter Boxes	do	2	12	12 "	73 50
Parkhead and Railway Station	J. Pattison	¼	12	12 "	78 25
Parkhill and Railway Station	G. Simpson	¼	12	12 "	85 13
Parkhill and Strathroy	R. J. Gough	18	3	12 "	240 00
Peebles and Woodstock	O. P. Brown	11½	6	12 "	285 00
Perch Station and Railway Station	R. Bright	¼	2	12 "	50 00
Petrolea and Letter Box	A. McRitchie	120 yds.	12	12 "	1 00
Petrolea and Railway Station (G.T.)	Grand Trunk Railway Co	275 ft.	6	12 "	22 00
do do (M.C.)	R. E. Germain	¼	24	12 "	85 00
Petrolea and Wilsoncroft	E. L. Wilson	4½	2	12 "	100 00
Pike Creek and Railway Station	F. May	¼	6	12 "	46 00
Pinkerton and Railway Station	J. A. Menzie	2	6	12 "	109 55
Point Edward and Sarnia	H. W. Mills	2	12	12 "	313 25
Pond Mills and Wilton Grove	A. B. Murray	12½	3	12 "	97 00
Port Burwell and Port Rowan	C. Johnson	22½	6	1 " (to July. 31, '01)	39 58
do do	O. Barnett	22½	6	11 " from "	441 00
Port Burwell and Railway Station	Tilsonburg, Lake Erie and Pacific Railway Co.	¼	18	12 "	46 62
Port Dover and Railway Station	J. Johnson	¼	30	12 "	131 66
Port Elgin and Railway Station	A. C. Gilbert	¼	12	6 " (to Dec. 31, '01).	31 60
do do	R. C. Bowes	¼	12	6 " from "	22 50
Port Elgin and Tara	R. Crittenden	15	6	3 " (to Sept. 30, '01.	62 00
do do	J. E. Grant	15	6	9 " from "	270 00
Port Franks and Thedford	A. Kimmerly	6	3	12 "	78 00
Port Lambton and Railway Station	G. Booth	¼	12	12 "	48 20
Port Rowan and Railway Station	C. M. Procunier	¼	12	12 "	100 00
Port Ryerse and Vittoria	G. E. Tolmsbee	3¾	6	9 " (to Mch. 31, '02.	93 90
do do	D. S. Smith	3¾	6	3 " from "	25 00
Port Stanley and Railway Station	P. L. Glover	¼	24	12 "	70 00
Puce and Railway Station	W. Miller	¼	12	9 " (to Mch. 31, '02).	33 84
do do	W. Stone	¼	12	3 " from "	11 23
Ratho and Railway Station	G. Steedsman	¼	6	12 "	52 00
Rayside and Railway Station	J. Gunson	600 yds.	6	12 "	50 08
Renton and Railway Station	L. Blanchard	¼	12	12 "	52 00
Renton and Tyrrell	L. Blanchard	1¾	6	12 "	70 00
Renwick and Railway Station	W. N. Thompson	50 yds.	12	12 "	15 06
Richwood and Railway Station	W. Taylor	½	6	12 "	78 25
Ridgetown and Railway Station (C.S.)	J. A. Eastlake	1	21	12 "	244 14
do do (L.E.&D.)	L. S. Hancock	¼	12	1 " &16d. to Au. 16'01	8 00
do do	J. A. Eastlake	¼	12	10 " & 15 d. from "	103 7
Ripley and Railway Station	J. McInnes	¼	24	12 "	175 2
Rockford and Railway Station	W. Richards	3¼	6	12 "	110 0
Rodney and Railway Station	A. Humphrey	40 rods.	24	6 " (to Dec. 31, '01).	63 2
do do	E. J. Schmid	40 rods.	24	3 " &15d. to Ap. 15, '02	36 0
do do	J. S. McGregor	40 rods.	24	2 " & 15 d. from "	26 0
Round Plains and Waterford	E. S. Gable	4	3	12 "	59 0

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ruscom Station and Railway Station	W. H. Knister	50 yds.	12	12 months	50 00
Ruthven and Railway Station	T. H. Wigle	¼	12	12 "	78 25
St. George and Railway Station	G. W. Howell	1	24	12 "	149 25
St. Jacobs and Railway Station	J. Menger	½	18	12 "	75 12
St. Joachim River Ruscom and Railway Station	O. Jannisse	3	6	12 "	140 00
St. Joseph and Zurich	D. Spencer	4	6	12 "	90 00
St. Mary's and Wildwood	D. Ridley	4½	3	10 " (to Apl. 30, '02)	68 26
St. Pauls Station and Railway Station	A. Thom	1/16	12	12 "	62 60
St. Thomas and Railway Station	St. Thomas Street Railway Co	I	84	9 " (to Mch. 31, '02). (less fines)	294 10
St. Thomas and Sparta	J. Oke	11	6	12 "	139 00
St. Thomas and Street Letter Boxes	St. Thomas Street Railway Co	6¾	12	6 " (to Dec. 31, '01)	56 60
do do	F. B. Small	6¾	12	3 " (to Mch. 31, '02).	28 30
St. Thomas, Street Letter Boxes and Railway Station	F. B. Small	6¾ & 1	12&84	3 " from "	150 00
St. Thomas and Talbotville Royal	G. Fearnley	4	6	12 "	145 00
St. Williams and Railway Station	J. Cope	½	12	12 "	59 47
Sandwich and Windsor	Sandwich, Windsor and Amherstburg Railway Co	2	6	12 "	125 00
Sarnia and Railway Station	D. McRae	100 yds.	24	12 "	150 00
Sarnia and Port Huron, U.S.	J. McKelvey	1½	12	12 "	119 50
Sarnia and Street Letter Boxes	J. Lucas	3½	12	12 "	115 00
Sauble Falls and Wiarton	J. Morris	12	2	12 "	100 00
Seaforth and Railway Station	W. Somerville	¼	24	12 "	160 00
Sebringville and Railway Station	H. Kearcher	¼	12	12 "	90 13
Seckerton and Railway Station	W. Gray	2	3	12 "	48 00
Sheldon and Railway Station	J. Horton	¼	12	12 "	50 08
Simcoe and Railway Station	H. M. Pursel	½	12	12 "	62 60
do do Loop Line	do	1	18	12 "	140 85
Simcoe and Waterford	J. P. Dean	7	6	12 "	98 00
Sombra and Railway Station	H. Stokes	¼	12	9 " (to March 31, '02)	32 90
do do	W. C. Curtis	⅛	12	3 " from "	12 50
Sombra and Thornyhurst	A. Hohn	6	2	12 "	40 56
Sombra and Wilkesport	D. Shephard	7	6	12 "	157 67
Southampton and Railway Station	W. Gilbert	1	18	12 "	93 90
Spiece Mills and Straffordville	D. Everitt	3½	3	12 "	35 00
Springfield and Railway Station	J. J. Atkinson	¼	12	12 "	68 86
Springford and Railway Station	H. A. White	⅛	12	12 "	50 08
Staples and Railway Station	D. K. Menzies	30 rods	12	12 "	64 00
Stevenson and Railway Sation	W. N. Thompson	50 ft.	12	12 "	10 00
Stokes Bay and Wiarton	J. Shute	27	3	12 "	300 00
Straffordville and Railway Station	Tilsonburg, Lake Erie and Pacific Railway Co	¼	18	12 "	40 00
Strasburg, German Mills and Railway Station	T. M Bartholomew	8¼	6	12 "	115 00
Stratford and Railway Station	A. Easson	1	48	12 "	137 73
Stratford and Street Letter Boxes	J. Sillifant	15⅝	18	3 " (to Sept. 30, '01)	50 00
do do do	E. Wreford	15⅝	18	9 " from "	225 00
Strathroy and Street Letter Boxes	R. E. & S. Richards	660 yds.	18	12 "	60 00
Sutorville and Watford	A. Mavity	7	2	9 " from Oct 1, '01	37 50
Sylvan and Thedford	J. McLachlan	5	6	12 "	129 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tara and Railway Station	J. Hamilton		12	12 months	81 38
Tavistock and Railway Station	G. Matheson		18	12 "	75 00
Teeswater and Railway Station	F. Green		12	12 "	66 00
Teeswater and Walkerton	W. Hergott.	16	6	12 "	445 00
Teeterville and Windham Centre	T. J. Arthur	3	6	12 "	127 00
Terminus and Wilkesport	W. A. Gibson	4	2	4 " and 12 days (to Nov. 12, '01)	19 00
do do	Mrs. D. Munro	4	2	1 " and 18 days (from Nov. 13, '01)	7 00
Thamesford and Railway Station	N. C. McCarty		12	12 "	125 20
Thamesville and Railway Station	A. Sims	525 yds.	12	12 "	60 00
Thedford and Railway Station	R. Wilson	150 yds.	6	9 " (to March 31, '02)	21 75
do do	do	150 yds.	12	3 " from "	10 00
do do (G.T.)	G. F. Wratcher.	150 yds.	6	9 " (to ")	13 50
The Grove and Railway Station	T. A. Robinson		6	12 "	25 04
Tilbury and Railway Station	F. M. Scarff		24	12 "	120 00
Tilsonburg and Railway Station	C. Becker & Son.		12	12 "	50 08
do do (G.T.)	J. Girvin		12	12 "	120 00
do do (M.C.)	do		12	12 "	99 51
do do (T.L.E. & P.)	Tilsonburg, Lake Erie and Pacific Railway Co		18	12 "	50 00
Topping and Milverton Station	D. Brenneman	6	6	12 "	144 00
Townsend Centre and Railway Station	W. J. Smith	40 yds.	12	12 "	50 08
Tunnell and Railway Station	J. Fry	40 ft.	18	12 "	10 00
Tupperville and Railway Station	J. S. Baker	30 yds.	12	12 "	40 05
Turnerville and Railway Station	J. D. Moir	100 ft.	12	12 "	35 00
Tuscarora and Railway Station	S. J. McKelvrey.		6	12 "	62 60
Tyrconnell and Wallacetown	P. Gerow.	3	6	12 "	109 55
Uttoxeter and Wanstead	N. K. Nesbitt	6	3	12 "	100 00
Vanessa and Railway Station	J. C. Lutes	3	12	12 "	150 00
Van Horn and Railway Station	J. Zink		2	12 "	30 00
Vereker and Railway Station	T. A. Thornton	3	6	12 "	125 20
Vienna and Railway Station	Tilsonburg, Lake Erie and Pacific Railway Co		18	12 "	100 00
Villa Nova and Railway Station	M. McAlpine		6	12 "	50 08
Vittoria and Railway Station	D. Smith		12	12 "	49 00
Vyner and Railway Station	W. Loughlin		3	12 "	55 00
Walkers and Railway Station	J. Grieve		12	12 "	40 69
Walkerton and Railway Station	H. Day		18	12 "	117 37
Walkerville and Railway Stn (G.T.)	N. B. Vrooman	30 yds.	36	12 "	165 18
do do (L.E.&D.)	do	135 yds.	6	3 " (to Sept. 30, '01)	6 26
do do	do	135 yds.	6	9 " from "	37 56
Walkerville and Windsor	do		6	12 "	70 00
Wallaceburg and Railway Station	A. Fisher		24	12 "	85 13
Wallacetown and Railway Station	P. Gerow		12	12 "	212 84
Walnut and Watford	A. Black		2	12 "	105 00
Walsh and Railway Station	A. Brett		6	12 "	76 00
Wardsville and Railway Station	J. H. Cady		12	12 "	125 20
Warwick and Railway Station	D. M. Ross		6	12 "	144 92
Waterford and Railway Station	E. S. Gable		12	12 "	50 08
do do (T.H. & B.)	do		18	12 "	61 02

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Waterloo and Berlin Station	Berlin & Waterloo Street Railway Co.	2	24	12 months	300 00
Waterloo and Railway Station	W. W. Glaister.	¼	18	12 "	85 45
Wabuno and Railway Station	M. Overton.	3	6	12 "	113 11
Weidman and Railway Station	A. W. Craig	25 yds.	12	12 "	31 30
West Lorne and Railway Station	D. McKillop	1/16	12	12 "	40 00
Wheatley and Railway Station	O. Ivison	1	12	12 "	93 90
Wheatley and Windfall	O. Lounsbury.	5	2	4 " (from Mar. 1, '02)	25 00
Whitebread Station and Railway Station	F. H. McDonald	50 yds.	12	6 " (to Dec. 31, '01)	20 22
do do	G. Underhill	50 yds.	12	6 " from "	19 83
Whitechurch and Railway Station	A. D. Beaton	¼	24	12 "	102 43
Wiarton and Railway Station	L. Hyatt	¼	18	12 "	159 63
Williams and Railway Station	C. A. Williams.	⅛	6	12 "	100 00
Wilson and Main Post Road	L. B. Wilson.	1⅛	3	12 "	45 00
Wilton Grove and Railway Station	P. Murray	¼	6	12 "	45 06
Windham Centre and Railway Station	I. W. Lewis	¼	12	12 "	29 90
Windsor and Detroit, U.S.	E. Gignac	1¼	18	12 "	425 00
Windsor and Railway Station (C.S.)	do	1	24	12 "	237 97
do do (L.E. & D.)	M. H. McCarthy	1½	12	12 "	150 24
Windsor and Street Letter Boxes	do	85⅓	19	12 "	201 44
Wingham and Railway Station (C.P.)	R. & R. Beattie.	⅛	12	12 "	32 22
do do (G.T.)	D. Campbell	¼	30	12 "	250 40
Wolverton and Railway Station	J. Pine	1⅛	12	4 " (to Oct. 31, '01).	40 00
do do	D. Chesney	1⅛	12	8 " from "	80 00
Woodslee and Railway Station	W. Guthrie.	1⅛	12	12 "	125 20
Woodstock and Custom House	A. McCleneghan	⅛	6	12 "	31 30
Woodstock and Railway Station (C.P.)	J. A. McKenzie.	¾	12	12 " (less fine)	124 20
Woodstock and Railway Station (P.D. & L.H.)	do	⅛	24	12 "	190 00
Woodstock and Street Letter Boxes	M. L. Mitchelson	9¼	18	12 "	120 00
Woodstock Station Letter Box and Railway Station Letter Box	R. Scott	50 yds.	12	12 "	18 00
Wroxeter and Railway Station	A. Paulin	⅛	12	12 "	74 48
Wyton Station and Railway Station	G. Scatcherd	¼	12	12 "	20 03
Zurich and Railway Station	T. Murdock	6¼	12	12 "	224 00
				Total	$82,200 95

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Airdrie and Mail Catching Post	J. Stevenson	500 yds.	1	12 months	26 00
Agricole and Fort Saskatchewan	J. M. Brown	6	2	3 " (from April 1, '02)	25 00
Alameda and Dalesboro	J. Lillie	21	1	1 " (from June 1, '02)	12 50
Alameda and Percy	do	50	1	7 " 3 days (to Feb. 3, 1902)	190 28
Alameda and Railway Station	J. Edmunds	⅛	12	12 "	125 20
Alcester and Minto	J. Brown	6	2	12 "	83 20
Alexander and Pendennis	J. Cousins	25	1	6 " (to Dec. 31, '01)	86 84
do do	E. S. D. Gustin	25	1	6 " from "	86 84
Alexander and Railway Station	J. F. Walker	⅛	12		156 50
Allanlea and Glenella	A. Campbell	13	1	12 "	102 00
Alma and Percy	F. Z. Degagné	12	1	2 " (to Aug. 31, '01)	24 00
do do	C. Smyth	12	1	3 " from "	28 00
Almasippi and Campbellville	J. Lawrenson	8	1	9 " (to Mch 31, '02)	52 50
Almasippi and Carman	R. Swim	30	1	3 " (from April 1, '02)	43 33
Altamont and Railway Station	H. Mussell	⅛	6	12 "	62 60
Altona and Railway Station	Schultz & Stiefel	⅛	12	3 " 14 days (to Oct. 14, '01)	14 57
do do	L. P. Voerger	⅛	12	8 " 17 dys. (from Oct. 14, '01)	35 55
Alvena and Rosthern	W. Fiddler	18	1	12 "	182 00
Anthracite and Railway Station	J. Carroll	200 yds.	12	12 "	100 00
Antler and Bellegarde	C. Sylvester	5	1	9 " (to Mch 31, '02)	39 00
do do	F. Sylvester	5	1	3 " from "	11 75
Antler and Frys	J. H. Fry	6	1	12 "	50 00
Antler and Railway Station	E. Haight	⅛	6	12 "	32 53
Arcola and Percy	M. Williamson	10	1	5 " (from Feb. 1, '02)	25 00
Arcola and Railway Station	W. Lockley	300 yds.	6	5 " (from Feb. 1, '02)	38 70
Arcola and Willocks	W. R. Howay	12½	1	1 " (to July 31, '01)	8 68
do do	D. McEachen	12½	1	11 " from "	95 33
Arden and Orange Ridge	J. Glennie	13½	1	12 "	90 00
Arden and Railway Station	J. Herbert	¼	12	12 "	100 32
Argyle and Woodlands	H. J. Procter	13	2	12 "	150 00
Arizona and Sidney	A. H. Jeffrey	8	2	12 "	150 00
Armstrong Lake and Railway St'n	J. Sharp	1¾	2	12 "	105 00
Arnaud and Railway Station	E. Smith	¼	6	12 "	78 25
Arrow River, Miniota and Orrwold	J. Boyce	7 & 26½	1	4 " 10 days to Nov. 10, '01	71 55
Arrow River and Orrwold	W. Tennant	20½	1	7 " 20 dys. (from Nov 10, '01)	71 39
Arrow River and Railway Siding	do	1	6	11 " 3 dys. (from July 29, '01)	72 25
Assessippi and Russell	J. T. Adams	15	2	12 "	240 00
Ashville and Railway Station	C. Tomlin	550 yds.	4	12 "	41 80
Asker and Ponoka	E. Krefting	15	1	7 " (to Jan. 31, '02)	00 00
do do	J. Krefting	17	1	5 " from "	40 00
Athabaska Landing and Edmonton	J. D. McDonell	96	1	12 "	697 00
Athabaska Landing and Peace Landing	J. K. Cornwall	260		2 trips	360 00
Aubigny and Silver Plains	H. Mousseau	2½	2	12 months	68 25
Audrey and Carievale	T. J. Putter	12½	1	12 "	75 00
Austin and Railway Station	J. Willott	⅛	12	12 "	125 62
Avonhurst and Qu'Appelle Station	F. Amas	17½	2	12 "	288 24
Aweme and Treesbank	F. L. Irwin	8	1	12 "	75 00
Aylesworth and Emo	C. A. Larson	6	1	7 " 16 d'ys from Nov. 15 '01	65 28

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bagot ond Railway Station	J. C. Lowrie	½	12	12 months	69 19
Bagot and Rossendale	J. C. Glover	12	1	12 "	87 48
Balcarres and Kenlis	J. Balfour	18	2	12 "	250 00
Baldur and Grund	S. Christopherson	6½	2	12 "	120 00
Baldur and Railway Station	W. O. Fowler.	½	6	12 "	78 25
Baldur and Roseberry	J. Dew	12	1	12 "	78 00
Balgonie and Davin	G. W. Elliott	15	1	12 "	85 71
Balgonie and Hednesford	W. Cockwill	20½	1	12 "	160 00
Balgonie and Railway Station	A. Westbrook	½	12& 14	12 "	70 38
Balmoral and Lockwood	W,L. Mackenzie	6½	1	12 "	52 00
Balmoral and Pleasant Home	W. J. Barbour.	18	1	12 "	130 00
Balmoral and Railway Station	W. C. Cook	½	6	12 "	78 25
Banff and Railway Station	F. Beattie	1	14	12 "	219 00
Bardal and Reston	H. Lusk	19	1	10 " (to April 30, '02)	86 67
Bardal and Sinclair Station	J. Milton	9	1	2 " from May 1, '02	8 33
Barnesley and Railway Station	S. B. Woods	⅛	3	12 "	25 12
Barwick and Railway Station	M. Cathcart	⅛	4 & 6	7 " 19 d'ys from Nov. 12, '01	128 25
Basswood and Railway Station	D. McPherson	⅛	6	12 "	62 60
Battleford and Bresaylor	A. R. Chisholm.	27	ftly.	5 " (to Nov. 30, '01)	20 83
do do	C. F. Taylor	25	"	7 " from "	53 08
Battleford and Jackfish Lake	M. L'Heureux	35	"	5 " (to Nov. 30, '01)	53 33
Battleford and Nutana	F. Dewan.	90	2	6 " from Jan. 1, '02.	988 00
Battleford and Onion Lake	W. Dewan	102	ftly.	5 " (to Nov. 30, '01).	184 17
do do	W. Slater	110	"	7 " from "	291 66
Battleford and Saskatoon	T. Dewan	90	2	6 " (to Dec. 31, '01).	988 00
Beaconsfield and Swan Lake	W. H. Couch	14	2	7 " (to Jan. 31, '02).	106 16
do do	T. A. Griffith	14	2	5 " from "	60 41
Bears Hill and Wetaskiwin	C. Nowvezya	4½	2	12 "	80 00
Beaumont and Ellerslie	A. Revoir	6½	2	12 "	74 09
Beausejour and Brokenhead	F. Staska	14	1	12 "	85 00
Beausejour and Railway Station	J. L. Turner	⅛	7	2 " (to 31 Aug., '01.	12 40
do do	S. Turner.	⅛	14	10 " from "	90 15
Beaver and Railway Station	R. H. McLeod.	¼	4 & 6	12 "	53 29
Beaver Hills and Ft. Saskatchewan	G. Doze	10	1	12 "	78 00
Beaver Lake, Fort Saskatchewan and Pakan	G. F. Montgomery	60 & 68	fdly.	12 "	624 00
Beaver Lake and Vegreville	H. Poulin	16	ftly.	12 "	65 00
Beaver Mills and Rainy River Railway Station	R. Reid	1	6	2 " 19 days (to Jan 31, '02)	60 35
Beaver Mills and Rapid River	A. J. Hunter	8	1	2 " 16 days (to Jan. 31, '02)	21 94
Belcourt and Poplar Point	T. H. Brown	4½	2	12 "	69 66
Belmont and Railway Station	A. Tumoth	⅛	12	12 "	130 38
Bentley and Lacombe	R. L. Homes	13	1	12 "	75 00
Berens River and Icelandic River	W. Robinson	100	ftly.	8 trips	160 00
Berens River and Rabbit Point	G. H. Rey			Special trip	5 00
Beresford and Railway Station	W. Cannan	⅛	12	12 months	90 29
Beresina and Landestrew	H. Lindenbach.	7	1	10 " (from Sept. 1,'01)	33 33
Big Fork and Fort Frances	W. Isherwood	18	2	1 trip	3 50
do do	F. Wright	18	2	7 months 12 days (from Nov. 19, '01)	224 00
Big Fork and La Vallee	G. Munn.	9	wkly S. ftly W.	12 "	80 00
Binscarth and Railway Station	W. McGilvray	⅛	6	12 "	93 90
Binscarth and Russell	H. R. Du Pre	12	4	12 "	98 00
Binscarth and Seeburn	O. Seebach.	14½	1	12 "	100 00
Birds Hill and Railway Station	G. Chudleigh	½	6	12 "	113 45
Birtle and Miniota	R. Andrew	23	3	12 "	546 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Birtle and Moosomin	W. B. C. Green.	40½	2	12 months	505 20
Birtle and Railway Station	G. Campbell	2	6	7 " (to Jan. 31, '02).	69 36
do do	L. H. Dickens	2	6	5 " from "	44 80
Birtle and Warleigh	I. C. Dudley	8	1	12 "	60 00
Bittern Lake and Wetaskiwin	J. D. Cowan	39	1	12 "	500 00
Blairmore and Railway Station	H. E. Lyon	100 ft.	12	12 "	61 08
Boharm and Moose Jaw	B. Smith	11	1	9 " (to Mar. 31, '02).	56 25
Boissevain and Railway Station	A. McKnight	¼	12	2 " (to Aug. 31, '01).	27 00
do do	W. H. Saults	½	12	10 " from "	129 50
Boissevain and Sheppardville	C. A. Irvin	17	2	12 "	225 00
Boissevain and Wassewa	W. Millions	10	2	12 "	95 00
Boissevain and West Hall	G. F. Brown	23	1	12 "	125 00
Bon Accord and New Lumnon	T. A. Mulligan	4½	1	10 " (from Sept. 1, '01)	43 33
Bonheur and Railway Station	W. J. O'Neill	325 yds.	12		100 32
Bonne Madone and Domremy	U. Revoy	16	1	12 "	75 00
Boscurvis and Oxbow	T. Decker	14	1	12 "	112 00
Boucherville and Stratton Railway Station	E. J. Boucher	2½	2	1 trip	1 00
do do	T. Ward	2½	2	7 mos. 16 d. (from Nov. 15, 1901)	66 00
Bowden and Railway Station	H. E. Shenfield	100 yds.	10 & 12	12 months	108 00
Bowsman and Railway Station	J. Caverly	300 ft.	2	8 " from Nov. 1, '01).	17 50
Bradbourne and Cochrane	R. Howard	22	1	12 "	223 00
Bradwardine, Logoch and Ralphstown	W. Beamish	16 & 6	1	12 "	200 00
Brandon and Hayfield	J. Howe	12	2	12 "	144 00
Brandon and Railway Stations	C. S. Wilson	¼ & ½	62 & 6	12 "	694 62
Brandon and Rapid City	P. Campbell	20	3	12 "	507 00
Brandon and Shrubland	W. Cannon	12¾	2	12 "	195 00
Brandon Hills and Railway Station	J. Baker	2½	2	6 " (to Dec. 31' '01).	66 25
do do	T. Baker	2½	2	6 " from "	63 75
Bredenbury and Railway Station	T. A. Porter	2	2	12 "	78 75
Bridge Creek and Franklin	W. H. Campbell	3½	3	4 " (to Oct. 31, '01).	36 66
do do	C. R. Campbell	3½	3	8 " from "	73 34
Briarwood and Roden	W. H. Gray	6	1	12 "	65 00
Broadview and Cotham	H. H. Willway	17	1	12 "	83 00
Broadview and Fitzmaurice	J. J. Irwin	20	1	3 " (to Sept. 30, '01).	21 25
do do	J. Ovans	20	1	9 " from "	85 41
Broadview and Hillesden	J. Dash	12	1	4 " (to Oct. 31, '01).	22 67
do do	A. L. Brown	12	1	1 " (to Nov. 30, '01).	10 00
do do	E. Howarth	12	1	7 " from "	57 63
Broadview and Railway Station	A. L. Brown	⅛	12 & 14	12 "	150 00
Brookdale and Carberry	S. Shannon	20	1	12 "	125 00
Broomhill and Melita	C. W. MacLennan	12	1	3 " (to Sept. 30, '01).	22 75
do do	W. Kilkenny	12	1	9 " from "	68 25
Brown and Morden	A. Stapel	13	1	12 "	65 00
Bru and Cypress River	C. Josephson	7½	2	4 " (to Oct. 31, '01).	33 69
do do	do	11½	2	8 " from "	99 45
Bruxelles and Holland	J. B. Sauvlet	10	2	12 "	120 00
Bulyea and Qu'Appelle Station	W. Sides	12	1	8 " (to Feb. 28, '02).	60 00
Bulyea and South Qu'Appelle	do	12	1	4 " from "	30 00
Burnbank and Elkhorn	W. Allison	8	2	12 "	109 20
Burnbank and Two Creeks	G. Allison	7½	1	12 "	58 00
Burnside and Railway Station	J. R. Fox	½	12	12 "	50 20
Cailmount and Ferndale	R. Cail	8	1	12 "	52 00
Calf Mountain and Thornhill	F. Bolton	7½	2	12 "	130 00
Calgary and Custom House	G. C. King		6	12 "	25 00
Calgary and Jumping Pond	J. R. Dyer	25	1	12 "	198 00
Calgary and Millerville	R. Gillespie	28	1	12 "	209 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
					$ cts.
Calgary and Railway Station	J. O. Beattie	¼	30	9 mos. 25 days (to Apl. 25, '02).	440 07
do do	do	¼	32	2 " 5 days (from Apl. 25, '02)	103 42
Calgary and Street Letter Box	E. King,	¼	20	12 "	60 00
Canmore and Railway Station	D. Webster	1	14	12 "	288 03
Canning ton Manor and Moosomin	H. King.,	43	1	12 " and extra trips	245 91
Canyon and Lacombe	F.M. Stephenson	10	1	12 "	65 00
Carberry and Oberon	J. McKinnon	20¼	3	12 "	445 00
Carberry and Railway Station	T. May	⅛	12&24	12 "	253 80
Cardstone and Mountain View	J. H. Gold	23	1	12 "	130 64
Cardstone and Spring Coulee Station	C. McCarty	16	3	12 "	468 00
Carlyon and Taylorville	J. L. Taylor	18	1	8 days (to July 8, '01)	3 26
do do	C. Obray.	18	1	11 months and 23 days (from July 8, '01).	146 74
Carievale and Railway Station	S. Bishop.	⅛	12	12 "	160 98
Carlingville and Railway Station	T. Hamilton	¼	6	2 " (to Sept. 30, '01)	13 50
Carlyle and Dalesboro	A. Cameron	15	1	4 " (to May 31, '02)	52 00
Carlyle and Moosomin	H. King	61	1	7 " and 4 dys. (to Feb. 4, '02)	356 99
Carlyle and Railway Station	E Abercrombie	150 yds.	6	4 " (to Apl. 30, '02)	19 00
do do	G. Riddell	150 yds.	6	2 " from "	13 00
Carman, Lintrathen and Roseisle	R. Squires	12½ & 26	1	9 " (to Mch. 31, '02)	234 00
Carman and Mariposa	J. S. Cook	15	2	12 "	258 18
Carman and Railway Station	R. Squires	⅝	12	12 "	281 70
Carnduff and Oakley	H. R. Merrill	11	1	12 "	75 00
Carnduff and Railway Station	J. P. Carnduff	⅛	12	12 "	170 88
Carnowstie and Wapella	Garner & Pierce	22	1	12 "	140 00
Caron and Railway Station	W. Robinson	⅛	7	12 "	70 25
Carroll and Railway Station	H. Bingham	¾	12	12 "	250 40
Carstairs and Railway Station	E. W. Stone	¼	10&12	10 " (to Apl. 30, '02)	78 58
do do	A. R. Shantz	⅛	12	2 " from "	18 75
Cartwright and Railway Station	A. Laughlan	⅛	12	4 " and 18 days. (to Nov. 18, '01)	36 30
do do	M. Watts	⅛	12	7 " and 12 days (from Nov. 18, '01).	57 60
Cecil and Steep Creek	R. C. Smyth	15	1	12 "	100 00
Chater and Railway Station	M. Armstrong	⅛	12	12 "	93 90
Cheadle and Railway Station	F. Belwer	100 yds.	2	2 " (from May 1, '02)	6 66
Chumah and Hamiota	J. Clarridge	3	1	12 "	50 00
Churchbridge and Railway Station	B. D. Westman	⅛	6	12 "	144 42
Churchbridge and Rothbury	R. Smith	22	1	12 "	156 00
Churchbridge and Sumner	T. J. Norman	32	1	12 "	250 00
Clarkleigh and Minnewakan	A. Lamoureux	10	2	12 "	104 00
Clarkleigh and Radway	G. Lamoureux	7	2	12 "	59 72
Clarkleigh and Reaburn	J. H. Chartrand	40½	2	12 "	377 75
Clarkleigh and Seamo	J. Clark, jr.	6	2	4 " (to Oct. 31, '01)	20 00
do do	do	6½	2	8 " from "	43 33
Clearwater and Railway Station	J. A. McLaren	¼	12	12 "	156 50
Clover Bar and Strathcona	I. S. Doze	10	2	3 " (from Apl. 1, '02)	51 25
Coalfields and Railway Station	N. Hamilton	3	3	12 "	170 04
Cochrane and Railway Station	J. Johnson	¼	14	12 "	250 00
Cold Springs and Mary Hill	H. Johnson	8	1	2 " (to Aug. 31, '01)	10 00
do do	H. Breckman	8	1	10 " from "	54 17
Conjuring Creek and Leduc	J. A. Sangster	22	1	12 "	110 00
Condie and Railway Station	G. H. Brown	⅛	4	12 "	37 62
Cook's Creek and Winnipeg	L. Goulet.	22	2	5 " & 13 d. (to Dec. 13, '01)	123 07
do do	R. Carrière	22	2	6 " & 18 days (from Dec. 14, '01)	156 93
do do	M. Peebles	22	2	3 trips	15 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
Copley and Pierson	C. J. Reid	11	1	12 months	60 00
Cordova and Selden	J. Allan	4½	2	12 "	95 00
Coteau and Percy	D. McDougall	7	1	12 "	58 50
Coultervale and Melita	W. F. Coulter	18	2	12 "	260 00
Coutts and Railway Station	H. Tennant	¼	6	12 "	37 60
Cowley and Railway Station	J. E. Davison	100 yds.	6	12 "	78 25
Crandell and Railway Station	T. Hamilton	¼	6	12 "	64 75
Crane Lake and Railway Station	G. I. Jackson	10 yds.	14	4 " & 24 d. (to Oct. 24, '01)	7 94
do do	E. C. Barnwell	10 yds.	14	7 " & 7 d. (from Oct. 25, '01)	17 05
Craven and Fairy Hill	J. R. Beemer	17	1	2 " (to Sept. 30, '01)	17 33
Craven and Kennell	L. H. Hoskins	12	1	1 " (to July 31, '01)	6 50
Craven and Lumsden	W. R. Jamiesons	6	1	26 days (from June 5, '02)	6 00
Crescent and Salt Lake	J. J. Peck	22	1	12 months	115 00
Crystal City and Railway Stations	H. J. Taylor	¼	12	12 "	156 50
Culross and Railway Station	M. Parker	¼	6	6 " (to Dec. 31, '01)	7 90
do do	P. Anderson	¼	6	6 " from "	7 75
Cypress River and Grange	H. G. White	3½	2	5 " (to Nov. 30, '01)	20 83
Cypress River and Railway Station	A. Creighton	¼	12	12 "	107 02
Curt Hill and Dalesboro'	C. Messer	6	1	1 " (from June 1, '02)	1 67
Cut Bank and Railway Station	F. Garrow	5	1	2 " (from May 1, '02)	11 25
Daly and Virden	W. McKenzie	10	1	12 "	64 00
Danvers and Scandinavia	G. Amunsen	7½	1	6 " & 10 d. (to Jan. 10, '02)	12 66
do do	K. K. Jelson	7½	1	5 " & 21 d. (from Jan. 11, '02)	12 27
Darlingford and Railway Station	E. Jordan	1/16	6	12 "	62 60
Dauphin and Melton	H. L. Short	12	1	12 "	75 00
Dauphin and Railway Station	J. E. Johnston	¼	16	3 " (to Sept. 30, '01)	50 72
do do	M. Rankin	¼	18	9 " from "	139 80
Dauphin and Spruce Creek	J. E. Playford	9	1	12 "	125 00
DeClare and Welwyn	M. Colville	8½	1	12 "	90 52
Deerwood and Railway Station	E. Bancroft	¼	3	12 "	26 16
Deleau and Railway Station	J. B. Abraham	¼	6	12 "	25 08
Deloraine and Railway Station	J. Gleeson	1/16	12	12 "	156 50
Dempsey and Souris	J. Dempsey	10	1	12 "	90 00
Dennington and Manor	G. Brock	6	1	4 " & 21 days (from Feb. 8, '02)	17 75
Devil's Lake and Tetlock	R. R. Smith	11	1	12 "	85 00
DeWinton and Glady's	H. McNeill	17	2	12 "	312 00
DeWinton and Railway Station	do	1/16	4	12 "	52 00
Didsbury and Railway Station	C. McPherson	¼	10 & 12	12 "	77 73
Dinorwic and Railway Station	J. Muirhead	280 yds.	12	12 "	100 32
Disley and Pense	A. G. Wilkie	17	2	12 "	250 00
Dominion City and Emerson	G. H. Vanwhort	10	6	9 " & 14 d. (to Apl. 14, '02)	254 00
Dominion City and Letellier	M. L. Forster	7	6	2 " & 16 days (from Apl 15, '02)	61 34
Dominion City and Stuartburn	do	18 & 49	1	12 "	261 32
Dominion City and Green Ridge	do			Special service	87 04
Dongola and Spy Hill	A. R. Miller	10	1	12 months	100 00
Dongola and Valley View	A. Fox	4½	1	12 "	48 00
Douglas Station and Creeford	R. Arran	40½	2	12 "	234 00
Douglas Station and Ry. Station	R. H. Arran	¼	12	12 "	120 36
Douglas Station and Woodlea	S. E. Watson	9½	1	12 "	45 00
Drinkwater and Catching Post	C. W. Ashwin	40 yds.	4	1 " & 12 days (from May 20, '02)	3 00
Dryden and Railway Station	I. Smith	¼	12	12 "	80 23
Dry River and Mariapolis	A. Eason	4	2	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.		Amount.
						$ cts.
Duck Lake and Mistawasis	J. Sangret	57	1	5 mos.	(to Nov. 30, '01).	118 75
do do	B. Arcand	57	1	7 "	from "	162 28
Duck Lake and Railway Station	D. Grant	½	4	12 "		73 15
Duck Lake and St. Louis	C. Racette	35	1	12 "		200 00
Dufresne and Railway Station	B. Laurier	½	2	12 "		52 00
Dufresne and Rosewood	J. Hourie	4	2	12 "		70 00
Duhamel and Edberg	E. Edstrom	15	1	3 "	(from Apl. 1, '02)	15 00
Dunara and Selkirk	W. Curiston	16¾	2	12 "		183 00
Dundurn and Railway Station	R. McCordie	3	4	12 "		135 85
Dunleath and Saltcoats	V. Dures	10½	1	12 "		75 00
Dunmore and Catching Post	J. Sallows	⅛	3	12 "		30 16
Dunrea and Langvale	G. Lang	5½	2	12 "		78 00
Dunrea and Railway Station	A. Dunlop	105 yds.	6	12 "		46 95
Dunrea and St. Felix	A. Parent	3¼	2	12 "		62 40
Durban and Swan River	W. E. Thomas	16½	1	12 "		131 34
Dyment and Railway Station	A. L. Orwis	⅛	6	7 "	(to Jan. 31, '02)	17 77
do do	J. Olberg	⅛	6 & 7	5 "	from "	24 72
Eagle Butte and Medicine Hat	J. Norquay	32	1	12 "		260 09
Eagle River Station and Catching Post	W. H. McNally	½	12	3 "	(from Apl. 1, '02)	18 75
Eagle River Station and Ry. Station	W. Brown	½	12	6 "	(to Dec. 31, '01)	37 50
do do	J. Freak	½	12	3 "	(to Mar. 31, '02).	18 75
East Bay and Makinak	W. Contts	20	1	12 "		148 00
East End and Maple Creek	J. Quenelle	53	1	6 "	(to Dec. 31, '01)	156 00
do do	J. Renaud	53	1	6 "	from "	225 00
East Selkirk and Melrose	W. S. Eades	6	1	12 "		52 00
Eastview and Pasqua	J. Johnson	9½	1	3 "	(from Apl. 1, '02)	20 00
Edmonton and Fort Saskatchewan	C. F. Stewart	32	2	9 "	(to Mar. 31, '02)	546 00
do do	do	19	2	3 "	from "	39 00
Edmonton and Horse Hills	J. Duguid	11	1	9 "	to "	45 00
Edmonton and New Lunnon	D. Squarebriggs	23½	1	8 "	(to Feb. 28, '02)	100 00
do do	J. McLean	23½	1	4 "	from "	50 00
Edmonton and Railway Station	E. Acton	2	10&12	12 "		660 20
Edmonton and St. Albert	A. Perraux	10	2	7 "	(to Jan. 31, '02)	93 33
do do	J. L. Levasseur	10	2	5 "	from "	86 66
Edmonton and Stony Plain	M. Lienan	25	2	12 "		294 00
Edrans and Railway Station	M. Watson	140 yds.	4	6 "	(from Jan. 1, '02)	20 40
Edrans and Rutherford	D. Doubleday	6	1	6 "	"	25 00
Egg Lake and Legal	J. B. Lirondel	12	1	12 "		75 00
Elgin and Railway Station	O. Johnston	⅛	6	12 "		75 12
Elie and Railway Station	J. Bernardin	⅛	6	12 "		45 15
Elkhorn and Heron	J. H. Cavanagh	22	1	4 "	(to Oct. 31, '01)	53 33
do do	do	25	1	8 "	from " & extra trip)	131 20
Elkhorn and Maryfield	W. E. Parlett	16½	1	4 "	& 22 d. (to Nov. 22, '01)	47 28
do do	J. Black	16½	1	3 "	& 19 d. (to Mar. 13, '02)	36 38
do do	T. McIndoe	16½	1	3 "	& 18 days (from Mar. 14, '02)	40 50
Elkhorn and Railway Station	W. Cushing	⅛	12&14	12 "		140 40
Ellerslie and Railway Station	J. W. McLaggan	1/16	4	12 "		52 25
Elkwater and Medecine Hat	J. Robinson and J. Crookes	42	1	12 "		300 00
Elm Creek and Railway Station	T. Kennedy	⅛	12	12 "		125 20
Elm Valley and Reston	A. Bonniman	17	1	12 "		120 00
Elphinstone and Strathclair Station	J. Craig	11½	2	12 "		161 75
Elva and Railway Station	H. J. Archibald	1/16	12	12 "		156 50
Emerson and Halbstadt	J. Heinrichs	8	1	12 "		51 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Emerson and Railway Station	J. H. Vanwhort	1	12	12 months	62 60
Emo and Railway Station	C. R. Langstaff	¼	4	7 " and 19 dys. (from Nov. 12, '01)	85 50
Estevan and Railway Station	G. Rooks	⅛	16	1 " (to July, 31, '01)	10 24
do do	R. S. Hobbs	⅛	16	11 " from "	152 80
Ethelbert and Railway Station	G. C. Bear	⅖	2	12 "	8 55
Fairfax and Railway Station	J. L. Hettie	¼	6	12 "	78 25
Fairford and The Narrows	H. Emarsson	60	fntly.	12 "	325 00
Fairmede and High View	J. S. McIvor	22½	1	11 days (to July 11, '01)	3 73
do do	D. A. Best	22½	1	11 mos., 20 days (from July 11, '01)	164 37
Fairy Bank and Ponoka	A. V. J. Earl	14	1	2 " from May 1, '02	12 50
Fairy Hill and Kennell	R. Mollard	5	1	1 " (to July 31, '01)	4 33
Fannystelle and Railway Station	E. Guilbault	⅛	12	12 "	60 19
Fernton and Winnipeg	M. Peebles	4	2	12 "	100 00
File Hill and Qu'Appel	T. G. Morrison	30	1	12 "	236 00
Findlay and Grande Clairiere	N. Filteau	6	2	12 "	100 00
Findlay and Railway Station	J. W. Mackay	⅛	4	12 "	40 22
Fishing Lake and Yorkton	H. Milligan	96	1	12 "	637 84
Flee Island and High Bluff	H. W. Coxsmith	9	1	8 " (from Nov. 1, '01)	52 50
Flee Island and Oakland	M. Tuck	6½	1	4 " (to Oct. 31, '01)	17 34
Fleming and Railway Station	J. A. Findlay	⅛	12	12 "	158 48
Fletwode and Hazelwood	T. Harkness	11	1	9 " (to Mar. 31, '02)	68 25
do do	M. McMillan	11	1	3 " from do	25 00
Fletwode and Whitewood	F. Kennedy	35½	1	12 "	240 73
Florenta and Plumas	T. McKenzie	4½	1	12 "	52 00
Forest Farm and Grove Park	J. Johansson	7	1	12 "	36 00
Fork River and Railway Station	T. N. Briggs	⅛	4	12 "	52 25
Forrest Station and Railway Station	C. Watkins	⅖	6	12 "	46 95
Fort à la Corne and Prince Albert	A. Sutherland	58	1	12 "	475 00
Fort à la Corne and The Pas	Hudson Bay Co.	245	mthly	12 "	440 00
Fort Alexander and Peguis	D. McIvor	53	1	12 "	365 70
Fort Frances and Mine Centre	W. Phair	43	1 & 2	51 trips	612 00
Fort Frances and Railway Station	W. Isherwood	¼	4 & 6	7 mos. and 19 days (from Nov. 12, '01)	47 02
Fort Pelly and Yorkton	J. C. Murray	68	1	12 "	525 00
Fort Saskatchewan & L'Amoureux	T. Lamoureux	1	2	9 " (to Mar. 31, '02)	75 00
Fort Saskatchewan and Pakan	J. H. Kennedy	68	fntly.	12 "	364 00
Fort William and Railway Station	J. Morton	⅛	14	3 " (to Sept. 30, '01)	72 42
do do	R. Hodgsns	½	14	2 " and 6 days. (to Dec. 6, '01)	53 60
do do	A. Snelgrove	½	14	1 " and 25 days (to Jan. 31, '02)	46 30
do do	A. Sutherland	½	14	2 " (to Mar. 31, '02) and extra trips	53 55
do do	W. Hogarth	½	14	3 " from "	79 77
Fort William West and Railway Station	G. B. Smith	⅒	12	12 "	120 00
Fort William West and Slate River Valley	D. McGregor	11	1	12 "	69 00
Foxleigh and Regina	G. Mollard	13	1	3 " (to Sept. 30, '01)	20 00
Fox Warren and Railway Station	A. Haycock	⅛	6	12 "	80 00
Fox Warren and St. Lazare	R. Rensome	12	2	7 " (to Jan. 31, '02) and extra trip	62 75
do do	G. Hudon	12	2	5 " and 25 dys. (from Feb. 4, '02)	48 45
Franklin and Railway Station	A. M. Anderson	⅕	12	12 "	100 32
Frobishire and Railway Station	J. S. Riddell	75 yds.	2 & 6	4 " (to May 31, '02)	10 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gainsborough and Railway Station	R. B. Elliott. .	¼	12	12 months.....	156 50
Gainsborough and Workman	H. Harris	22	1	12 "	151 50
Garland and Railway Station....	W. J. Osborne..	½	2	12 "	10 26
Gilbert Plains and Glenlyon.	W. J. McNaught	7	1	12 "	65 00
Gilbert Plains and Mountain Gap .	J. Diamond . .	21	1	12 "	150 18
Gilbert Plains and Railway Station	W. J. McNaught	280 yds.	4	12 "	52 25
Gilbert Plains and Umatilla.....	G. Nelson	18½	1	1 " (to July 31, '01).	12 50
do do	do ...	14½	1	11 " from " ..	114 58
Gilbert Plains and Venlaw.....	O. Dowkes. ...	17½	1	11 " (from Aug. 1, '01)	118 25
Gladstone and Golden Stream.	W. Burnby.....	9	1	12 "	78 00
Gladstone and Mekiwin.	L. Dunning.....	19	2	5 " (to Nov. 30, '01).	77 48
do do	J. J. Downey...	19	2	7 " from " ..	110 84
Gladstone and Railway Station (Canadian Northern).....	G. Sproat. .. .	¼	6	4 " (to Oct. 31, '01)..	25 48
do do ..	W. A. Sebastien	¼	6	8 " from " ..	51 75
do do (C.P.)	do ..	¼	12	12 "	180 58
Gleichen and Railway Station.....	E. Griesbach ...	¼	14	12 "	73 00
Gleichen and Rosebud Creek ..	C. Beauchemin .	35	fntly	12 "	100 00
Glenboro' and Railway Station.....	J. Duncan.....	¼	12	12 "	156 50
Glenboro' and Skalholt	A. Davidson....	11	1	3 " (to Sept. 30, '01)	18 25
do do	J. J. Anderson .	11	1	9 " from " ..	54 75
Glencairn and Norgate	W. C. Todd....	10	1	4 " (to Oct. 31, '01).	39 00
do do	H. Wylie.	10	1	8 " from " ..	80 00
Glencairn and Railway Station....	A. Shaw.	¼	4	11 " (to May 31, '02).	52 49
do do ...	H. Wylie.	¼	4	1 " from " ..	5 53
Glendale and Neepawa.....	H. E. Hatch. ..	12	2	12 "	145 00
Glendinning and Moropano. . ..	J. Cummings...	6	1	12 "	39 00
Glenella and Railway Station	H. N. Ray.....	¼	6	12 "	66 34
Glen Ewen and Meridian.....	L. R. Preston..	12	1	12 "	60 00
Glen Ewen and Railway Station...	do ..	¼	12	12 "	78 25
Glenora and Pilot Mound.....	W. Tait..	16	2	2 " (to Aug. 31, '01).	29 16
do do	J. Wardell.....	16	2	3 " (to Nov. 30, '01).	55 90
do do	A. V. Bentley..	16	2	7 " from " .	116 67
Gold Rock and Wabigoon.... ...	E. Astley.....	25	1	21 trips..	84 00
Gonor and Lockeport....	W. R. Swain....	1¼	2	1 mo. (from June, 1, '02).	2 91
Gonor and St. Andrew's North....	C. Thomas.	1¼	2	2 " (to Aug. 31, '01).	6 66
do do	W. R. Swain...	1¼	2	9 " (to May 31, '02).	26 25
Goodlands and Lennox...	H. C. Manz. ..	3¼	2	12 "	78 00
Goodlands and Montefiore.....	W. F. Condie...	3	2	12 "	78 00
Goodlands and Railway Station....	do ..	¼	4	12 "	19 99
Gordon and Sancta Andrea.....	D. Macdonald..	6	1	12 "	50 00
Graburn and Maple Creek.	C. Honey.	41	1	1 " (to July 31, '01)..	22 91
Grand Rapids and Winnipegosis...	M. S. Simpson..	120	mthly	5 trips....,.....	100 00
Grand View and Railway Station..	B. Neville	125 yds.	4	12 months.....	25 12
Grass River and Tupper..... .	T. Tighe.. . .	6	1	12 "	40 00
Green Lake and Mistawasis.....	W. Morin.....	127	fntly.	12 "	90 00
Greenland and Ste. Anne des Chênes	C. Towns.	5½	2	12 "	75 00
Greenway and Railway Station....	W. B. Cornock .	¼	6	9 " (to Mar. 31, '02).	35 14
do do	P. A. McBean..	¼	6	3 " from " ..	14 04
Grenfell, Hyde and Tiree	S. B. Musselman	20 & 26	1	12 "	275 00
Grenfell and Railway Station	T. Mullalley....	½	12 & 14	9 " (to Mar. 31, '02)	139 61
do do	H. Coy.....	½	14	3 " from " ..	48 86
Gretna and Railway Station.....	L. Calder.	½	14	12 "	131 40
Gretna and Reinland..	J. P. Braun ..	17	2	6 " (to Dec. 31, '01)..	95 00
do do	J. Quiring ...	17	2	6 " from " ..	95 00
Griswold and Hamiota	J. Jones & Son..	50	2	12 "	765 30
Griswold and Railway Station.....	A. F. Hill	¼	12 & 13	12 "	132 80
Gruber and Railway Station.....	H. Girtle.....	¼	4	12 "	20 90
Grunthal and Steinbach.	J. Friesen	20½	2	12 "	200 00
Gull Lake and Railway Station....	S. A. Pennock..	¼	7	12 "	24 99

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hague and Railway Station..	G. Bergen.....	¼	4	6 mons.(to Dec. 31, '01).	7 57
do do	H. Mahaffy.....	¼	4	6 " from " ..	15 60
Hamiota and Railway Station.....	G. H. McKague.	⅝	6	12 "	110 25
Hamiota and Viola Dale.....	J. T. Pollock....	7	2	12 "	107 50
Hanlan and Meadow Lea.....	J. Macdonald...	8½	2	12 "	92 00
Hargrave and Railway Station. ..	H. Cutfield.....	¼	6 & 7	12 "	90 19
Harmattan and Olds.....	F. Davis.....	10	1	4 " 7 days (to Nov. 7, '01).....	32 15
do do	G. Hamilton....	11½	1	2 " 23 days (to Jan. 31, '02)..	20 93
do do	L. W. Fyfield...	11½	1	5 " (from Jan. 31, '02)	49 08
Harperville and Woodlands.....	A. M. Millar....	20	1	12 "	125 00
Harrowby and Railway Station....	S. Blane.....	¼	4	12 "	52 25
Hartney and Railway Station.....	J. Blair.	¼	12	12 "	131 46
Hawk Lake and Railway Station...	B. J. Hodgins..	¼	12	12 "	24 00
Haynes and Lacombe.....	W. J. Morrical..	18	1	12 "	95 00
Hazel Cliffe and Kaposvar..... . .	S. Barath.	5	1	12 "	52 00
Headingly and Railway Station....	J. H. Black.....	1/16	6	2 " (to Aug. 31, '01..	13 50
do do	L. H. Compton.	1/16	6 & 12	10 " from " ..	67 20
Heaslip and Minto.....	S. A. Heaslip...	3¼	2	12 "	62 40
Hecla and Icelandic River.....	K. Johnson.....	24	1	12 "	130 00
Hernefield and Waskada.....	W. H. Hotham.	2½	2	11 " (to May 31, '02).	71 50
High Bluff and Railway Station..	H. W. Cox-Smith	½	12	12 "	90 31
High River and Pekisko.	F. S. Stinson....	25	1	7 " (to Jan. 31, '02).	102 08
do do	G. Lane.....	25	1	5 " from " ..	72 92
High River and Railway Station..	J. Limoges.. ...	1/16	6	12 "	60 19
Hillsdown and Red Deer.....	W. O'Connor.. .	14	1	1 " (from June 1, '02)	6 25
Hilton and Railway Station.. . .	J. Davies.....	¼	6	12 "	50 08
Hirsch and Railway Station.... ..	A. M. Olsen ...	¼	2	12 "	25 24
Holland and Railway Station	J. J. Pearson ..	¼	12	12 "	200 68
Hollbroke and Ponoka.....	J. E. Aylwin....	5½	2	12 "	182 00
Holmfield and Railway Station....	J. D. Orr..... ..	¼	12	9 " (to Mar. 31, '02).	78 33
do do	F. J. Messner...	¼	12	3 " from " ..	26 00
Huns Valley and Minnedosa.....	J. Kovaes.....	20½	1	12 "	95 00
Hyde and Mariahilf.....	S. B. Musselman	6	1	12 "	40 00
Hyde Park and Roseisle...	E. Griffith	6	1	1 " (from June 1, '02)	3 90
Hyder and Ninga.....	Hicks & Maloney	8	2	12 "	130 00
Hymers and Murillo..... . ..	A. McLean.....	16	2	12 "	260 00
Hymers and O'Connor.	R. A. Winsloe..	5	2	1 " (from June 1, '02)	6 25
Icelandic River and Selkirk.....	R. Milledge.....	78	1	12 "	600 00
Ignace and Railway Station.... ..	J. Davies.....	¼	12	12 "	80 23
Ile des Chênes and St. Boniface....	R. St. Pierre....	19	1	7 " (to Jan. 31, '02).	58 33
do do	L. Beauchemin..	19	1	5 " from " ..	39 58
Indian Ford and Rathwell.....	A. Sturton.....	7½	2	12 "	104 00
Indian Head and Henlis.....	J. Thompson...	22	2	2 " 7 days (to Sept. 7, '01).....	48 50
do do	G. M. Gordon...	22	2	6 days (to Sept. 13).....	3 25
do do	J. R. Harris Benbow	22	2	4 mos. 17 days (to Jan. 31, '02).....	130 00
do do	J. Thompson....	22	2	5 " (from Jan. 31, '01)	139 58
Indian Head and Railway Station..	A. Leach. . .	⅝	12 & 14	12 "	167 33
Ingleside and Willow Range.	W. J. Williams.	7	1	12 "	52 00
Ingolf and Railway Station	H. G. Agar.....	¼	12	9 " (to Mar. 31, '02).	26 35
Innisfail and Knee Hill Valley.....	T. J. Sprunggay.	12	2	6 " (to Dec. 31, '01).	47 50
do do ...	T. S. Stanway...	12	2	6 " from " .	47 50
Innisfail and Mayton.....	A. B. Wideman.	21	1	4 " from Mar. 1, '02.	21 67
Innisfail and Railway Station.....	N. W. Stiles.. .	¼	10	12 "	243 78
Innisfail and Tindastoll.....	J. Bjornson....	12	1	12 " (extra trips).....	101 92
Irvine and Catching Post...	W. J. Harris...	202 ft.	6	12 "	78 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Jérôme and Morris	J. L. Sumner	9½	1	12 months	52 00
Kakabeka and Catching Post	W. R. Buttars	⅛	6	1 " 20 days (fr. May 12, '02)	4 80
Kaleida and Manitou	N. Morrison	13½	1	1 " 14 days (to Aug. 14, '01)	11 61
Kaleida and Snow Flake	E. Hanford	13½	2	10 " 17 days (fr. Aug. 15, '01)	118 49
Kananaskis and Catching Post	J. Walker	100 yds.	7	12 "	45 00
Kawende and Railway Station	A. R. Dalzell	½	6	1 " (to July 31, '01)	2 70
do do	E. Stait	½	6	11 " from "	32 58
Keewatin and Railway Station	J. A. Fletcher	¼	14	12 "	329 40
Kelloe Station and Railway Station	C. F. Nixon	½	6	12 "	78 25
Kemnay and Railway Station	E. B. Scott	⅛	12	12 "	163 74
Kerfoot and Petrel	J. Nesbitt	4½	2	12 "	66 85
Keyes and Railway Station	W. Keyes	½	12	12 "	62 60
Killarney and Glendinning	A. Young	33	2	12 "	195 00
Killarney and Railway Station	C. Bate	½	12	12 "	156 50
Killarney and Wakopa	G. A. Martin	33	2	12 "	225 00
Kingsley and Larivière	R. Henderson	6	2	12 "	130 00
Kinosota and Siglunes	J. S. Eyford	9	1	12 "	65 00
Kinosota and The Narrows	E. Kristjansson	16	ftnly.	12 "	100 00
Kinosota and Westbourne	J. Loptson	72	1	12 "	405 24
Kirkpatrick and Prince Albert	J. Tanner	12	1	8 " (to Feb. 28, '02)	50 00
do do	do	22	1	4 " from "	41 67
Kronau and Regina	H. Entencier	23	1	12 "	100 00
La Broquerie and Railway Station	E. Savard	¼	6	12 "	94 30
Lac du Bonnet and Railway Station	W. T. Kirby	½	2	12 "	10 40
Lac la Biche and Whitford	P. Pruden	105	mthly	12 "	216 00
Lacombe and Lamerton	C. Stephenson	33	1	12 "	175 00
Lacombe and Railway Station	W. Burris	7/16	10&12	12 "	176 56
LaRochelle and Dufrost	E. N. Sicotte			Special service	7 50
Langdon and Railway Station	R. Cowen	¼	4	12 months	104 00
Langenburg and Railway Station	P. Ulrick	¼	6	9 " (to Mar. 31, '02)	56 49
do do	F. J. Shopland	¼	6	3 " from "	18 75
Larivière and McKenzie	C. H. Vrooman	7	2	12 "	50 00
Larivière and Railway Station	W. H. Swales	¼	12&16	12 "	165 20
LaSalle and Blythfield	M. Gaudry	29	2	12 "	360 00
LaSalle and Railway Station	M. Gaudry	½	12	12 "	35 10
Lauder and Railway Station	G. E. Moore	1/16	12	12 "	125 20
Laurier and Railway Station	P. Trottier	½	3	12 "	59 66
Lebret and Qu'Appel	A. Bonffard	4½	6	12 "	140 40
Leduc and Railway Station	R. T. Telford	½	10&12	12 "	135 00
Letellier and Railway Station	A. Guilbert	½	12	12 "	97 52
Letellier, St. Joseph and St. Pie	T. A. Poliquin	3½ & 4½	2	12 "	150 00
Lethbridge and Custom House	J. Brodie	½	6	12 "	76 75
Lethbridge and Railway Stat. C.P.	W. Hardy	½	18	12 "	314 05
Lethbridge and Ry. Stn. (St. Marys)	N. Hardy	½	6	12 "	78 25
Lidstone and Minitonas	A. R. Nex	9	1	6 " (to Dec. 31, '01)	50 00
do do	T. Lidstone	9	1	6 " from "	50 00
Lillyfield and Winnipeg	W. J. O'Neill	12	1	12 "	75 00
Liley Plain and Prince Albert	J. T. Bird	16	1	4 " and 26 days (to Nov. 26, '01)	44 00
Lineham and Okotoks	H. Bescoby	23	1	12 "	163 00
Livingstone and Pincher Creek	T. G. Wilson	28	1	12 "	235 00
Loch Monar and Markland	B. Thorsteinson	18	1	6 " (to Dec. 31, '01)	29 00
do do	K. Danielson	18	1	6 " from "	32 00
Loch Monar and Stonewall	W. R. McKenzie	36	1	9 " (to Mch. 31, '02)	194 25
do do	P. Harper	36	1	3 " from "	61 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Logan and Northern	D. N. McKenzie	13	ft'nly	9 mos. (to Mch. 31, '02).	53 34
do do	R. MacKenzie	13	ft'nly	3 " from "	30 00
Longburn and Macdonald	E. Brown	5¾	2	12 "	68 00
Loon Creek and Qu'Appel	T. Baxter	35	1	12 "	150 00
Loretto and Railway Station	A. Vaudrey	3¾	2	12 "	73 50
Lothair and Norris	J. A. Dyer	4½	2	12 "	20 00
Louise Bridge and Winnipeg	J. McGrath	1¼	6	12 "	78 00
Lowe Farm and Railway Station	A. Weins	¾	6	12 "	25 08
Lower Fort Garry and Oak Hammock	C. Johnstone	9	1	12 "	40 00
Lower Fort Garry and Pigeon Bluff	J. Linklater	6½	1	12 "	24 00
Lumsden and Marieton	J. Mair	29	1	12 "	250 00
Lumsden and Railway Station	M. Ramsay	⅛	4	12 "	30 14
Lumsden and Tregarva	W. R. Jamieson	8	2	3 " (to Sept. 30, '01).	39 00
do do	do	8	1	9 " from "	58 50
Lyleton and Pierson	R. Murray	15	1	12 "	98 00
Lyndon and Railway Station	C. Lyndon	15	1	12 "	236 08
Lyons Hall and Ninga	S. Jones	6	2	12 "	100 00
McCreary and Railway Station	J. & G. Elliott	⅛	4	12 "	38 35
McLean and Railway Station	H. J. Matchett	⅛	3	12 "	59 99
Macdonald and Railway Station	A. Curtis	⅛	12	12 "	93 90
Macgregor and Railway Station	G. Hay	¼	12	12 "	105 02
Macgregor and Rosehill	E. Hamblin	10	1	5 " (to Nov. 30, '01).	22 92
do do	T. Snaith	10	1	7 " from "	32 08
Macleod and Custom House	D. J. Campbell	⅛	6	12 "	25 00
Macleod and Railway Station	W. J. Davis	2	16	12 " (less fine)	295 24
Macleod and Stand Off	G. Pearson	18	1	12 "	200 00
Magrath and Railway Station	A. Mercer	⅛	6	12 "	156 50
Makinak and Railway Station	A. Daoust	⅛	6	8 " (to Feb. 28, '02)	48 23
do do	R. Armstrong	⅛	6	4 " from "	13 32
Makinak and Ste. Rose du Lac	A. Daoust	10	1 & 2	9 " (to Mch. 31, '02).	160 00
do do	J. Marshall	10	2	3 " from "	42 00
Manitou and Railway Station	J. A. M. Logan	⅛	12	12 "	87 64
Manitou and Windygates	E. Handford	37	2	1 " and 14 days (to Aug. 14, '01)	59 48
Manor and Moosomin	W. B. C. Green	54¼	1	2 " and 21 days (to Apr. 30, '02)	148 04
do do	S. Eisler	52¼	1	8 days to May 8, '02	9 34
do do	W. B. C. Green	53¾	1	1 month and 23 d. (from May 8, '02)	61 88
Manor and Railway Station	E. M. Maltby	80 yds.	6	12 months	40 13
Maple Creek and Graburn	W. R. Abbott	71	1	11 " (from Aug. 1, '01)	277 75
Maple Creek and Railway Station	J. Dixon	¼	14	12 "	146 42
Maravilla and Nesbitt	I. B. Donaldson	9	1	12 "	100 00
Margaret and Railway Station	J. Magwood	⅛	6	12 "	52 15
Mariapolis and Railway Station	C. Landry	⅛	6	12 "	36 76
Mariapolis and St. Alphonse	V. Dionne	5	2	3 " (to Sept. 30, '01).	14 88
do do	T. Chapdelaine	5	2	9 " from "	44 62
Marieton and Strassburg	L. Carr	19	1	12 "	110 00
Marlborough and Moose Jaw	J. G. Busley	14	1	12 "	104 00
Marney and Strathclair Station	W. D. Coghlin	7	2	12 "	104 00
Marquette and Railway Station	E. L. Tully	⅛	12	12 "	98 33
Marquette and St. Eustache	H. Beaudin	⅝	2	12 "	120 00
Marquette and Woodlands	J. S. Currie	9	2	12 "	146 00
Mather and Railway Station	W. G. Fulford	1/16	12	4 " and 18 days (to Nov. 18, '01)	20 15
do do	H. A. McKinnon	1/16	12	7 " and 12 dys. (from Nov. 18, '01)	31 97
Meadow Creek and Railway Station	J. J. Duck	12	2	12 "	312 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Meadowvale and Plympton	E. Hayward	4	2	12 months	79 70
Medicine Hat and Railway Station	F. F. Fatt	⅛	26	12 "	372 90
Medicine Hat and Steerford	F. Kennedy	80	mthly	12 "	200 00
Medora Station and Ry. Station	J. C. Dandey	½	8	12 "	53 61
Melbourne and Railway Station	A. H. Graham	½	2	12 "	49 75
Melfort and Prince Albert	W. McDonald	94	1	12 "	712 50
Melita and Railway Station	G. Dodds	⅛	12	12 "	100 16
Menofield and Yorkton	J. Fenske	30	1	12 "	112 50
Menteith and Railway Station	J. S. E. Brown	¾	3	12 "	65 00
Methven and Railway Station	J. Dickey	⅛	12	3 " (to Sept. 30, '01).	37 92
do do	E. Rogers	⅛	12	9 " from "	93 60
Methven and Wawanesa	S. Avison	4	3	12 "	124 80
Miami and Opawaka	P. Angers	7	1	12 "	85 00
Miami and Railway Station	F. A. Collins	1/16	6	12 "	60 19
Miami and Roseisle	J. Wright	14	1	3 " (from Apl. 1, '02)	37 50
Midnapore and Railway Station	S. W. Shaw	1	4	12 "	208 00
Milestone and Railway Station	F. Carlson	125 ft.	14	12 "	39 04
Milestone and Surprise Valley	H. Townsend	55	mthly	12 "	132 00
Millbrook and Winnipeg	W. Kaminski	45¾	2	1 " (to July 31, '01).	37 50
do do	H. H. Parker	45¾	2	11 " from "	576 08
Mill Creek and Willow Range	T. Irvine	5½	1	12 "	52 00
Millet and Railway Station	B. A. Vanmeter	282 ft.	4 & 6	3 " (to Sept. 30, '01).	18 43
do do	W. F. Blades	282 ft.	6	9 " from "	56 25
Millward and Morley	J. McDougall	3	2	12 "	101 00
Millwood and Railway Station	H. V. Bailey	¼	4	6 " (to Dec. 31, '01).	35 66
do do	E. Walker	¼	4	6 " from "	32 96
Miniota and Railway Station	D. Rowan	200 yds.	6	12 "	78 25
Minitonas and Railway Station	F. J. Rice	1/11	2	6 " (to Dec. 31, '01).	24 05
do do	J. Pocock	1/11	4	6 " from "	33 80
Minnedosa and Railway Station	J. S. Armitage	1/16	18	12 "	234 75
Minnedosa and Rolling River	D. Cameron	13	1	12 "	75 00
Minnedosa and Scandinavia	E. Halpenny	20½	1	12 "	104 00
Minnewakan and Rabbit Point	C. E. Brault	4	2	12 "	49 50
Minnewakan and Scotch Bay	M. Doherty	16½	1	12 "	88 00
Minto and Railway Station	J. Brown	½	6	12 "	31 30
Mistawasis and Mount Nebo	W. Gladwin	11	1	2 " (from May 1, '02)	8 33
Moffat and Wolseley	E. A. Banbury	21	2	12 "	124 00
Moline and Rapid City	D. Dick	8	1	12 "	63 00
Molson and Railway Station	S. T. Tighe	1/16	14	3 " (to Sept. 30, '01).	14 75
do do	D. C. Campbell	1/16	14	9 " from "	43 77
Montmartre and Wolseley	A. H. de Tremandin	21	1	12 "	113 71
Moosejaw and Pioneer	E. N. Hopkins	8	1	9 " to Mar. 31, 1902	52 50
Moosejaw and Point Clear	C. E. Rigden	15	1	12 "	95 00
Moosejaw and Railway Station	J. H. Grayson	⅛	33&21	12 "	318 75
Moosejaw and Westview	E. J. Cudmore	18½	1	3 " (from Apl. 1, '02)	31 25
Moosejaw and Wood Mountain	F. Brown	134	fthly	3 " 24 d. to Oct. 24, '01	176 20
do do	D. Howson	134	fthly	8 " 7 d. from "	376 63
Moosomin and Railway Station	G. Sims	⅛	14	12 "	175 50
Moosomin and Redpath	R. H. Bobier	47	1	12 "	330 00
Moosomin and Rosetti	H. Hyde	19	1	12 "	125 00
Morden and Nelson	H. G. Elliott	10¼	2	15 days (to July 15, 1901)	5 87
do do	J. A. Nelson	10¼	2	11 mos. 16 d. from "	143 88
Morden and Railway Station	J. Wright	⅛	12	12 "	156 50
Morden and Wakeham	H. Baylis	16	2	12 "	150 00
Morinville and St. Albert	T. Mennier	40	1	11 " (to May 31, 1902)	206 25
do do	do	43½	1	1 " from "	20 39
Morley and Railway Station	W. Graham	100 yds.	14	9 " (to Mar. 31, 1902)	72 50
do do	J. E. Graham	100 yds.	14	3 " from "	45 00
Morningside and Railway Station	J. Blackstock	½	1	8 " 7 d. (to Mar. 7, '02)	18 00
do do	A. Fairfield	72 yds.	3	3 " 24 d. from "	12 25
Morris and Railway Station	R. Enright	½ & ¼	18 & 6	12 "	229 35

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Mountain Mill and Pincher Creek..	D. Scobie.....	10	1	12 months..	104 00
Murillo and Railway Station ...	A. McLean.....	¼	12	12 "	178 57
Myrtle and Railway Station.	A. McDonald...	½	6	12 "	82 73
Nanton and Railway Station	J. D. Norrish...	7	1	10 " (to Apl. 30, 1902)	103 36
do do	H. M. Shaw....	72 yds.	1	2 " from " ..	9 42
Napinka and Railway Station.....	A. E. Slater....	¼	20	12 "	208 80
Neepawa and Custom House.....	J. Dodds..... .	240 yds.	6	12 "	50 00
Neepawa and Railway Station.....	H R. Rutledge.	¾	12	12 "	241 01
Neepawa and Roskeen.....	J. A. Ewer.....	23	1	12 "	149 50
Nesbit and Railway Station..	J. Watson.....	¼	12	12 "	156 50
Newdale and Railway Station.... .	A. R. Fanning..	½	6	12 "	78 25
New Finland and Whitewood.....	F. Kennedy.....	19½	1	12 "	127 00
New Hope and Percy.....	D. Donnelly....	22	1	7 " (from Dec. 1, '01)	87 50
New Oxley and Railway Station...	Leeds, Elliott & Co.	5	2	12 "	168 99
Ninette and Railway Station .. .	J. Overend.....	¼	6	12 "	50 08
Ninga and Railway Station..... ...	G. Robinson ...	¼	12	12 "	160 09
Niverville and Railway Station . .	T. Armstrong...	¼	6	12 "	156 50
Norman and Railway Station..	A. McQuarrie...	25 yds.	12	12 "	207 86
North Portal and Railway Station.	W. H. Dorsey ..	¼	14	12 "	96 26
Notre Dame de Lourdes and Rathwell	F. Lesage.	8	2	15 days (to July 15, 1901)	4 03
Notre Dame de Lourdes and Rathwell	F. Chaperon ...	8	2	6 mos. 16 d. (to Jan. 31, '02)	54 25
Notre Dame de Lourdes and Rathwell	T. C. Forbes....	8	2	5 " from " ..	50 00
Nutana and Saskatoon	A. Bowerman...	1	4	6 " (from Jan. 1, '02)	57 20
Oakburn and Shoal Lake	J. A. Hamilton.	11¾	2	12 "	179 50
Oak Lake and Railway Station	R. L. Hood.. ..	¼	12&14	12 "	168 74
Oaknook and Venlaw.....	F. Dowkes.....	8	1	1 " (to July 31, 1901)	4 33
Oak River and Railway Station....	J. Little.. ...	¼	6	7 " 7 d. (to Feb. 7, '02)	31 37
do do	N. D. Peters....	¼	6	3 " 19 d. (to May 29, '02)	15 36
do do	J. Little..... ..	¼	6	1 " 2 d. from " ..	4 41
Oak River and Totonka.....	J. H. Stewart...	10	1	12 "	70 00
Ochre River and Railway Station..	J. A. Waite	¼	6	3 " (to Sept. 30, '01).	9 87
do do ..	J. E. Graham...	¼	6	9 " from " ..	46 80
Ogilvie Station and Railway Station	G. E. Doherty..	¼	2	12 "	52 00
Okotoks and Railway Station	J. Paterson.....	1/16	6	12 "	60 19
Olds and Railway Station.....	J. W. Silverthorn	½	10&12	12 "	90 79
Olds and Red Lodge.....	J. P. Strong....	14	2	7 " (to Jan. 31, '02)..	124 00
do	C. Thomson	14	1	5 " from " ..	44 00
Osler and Railway Station.....	J. S. Grant. ...	¼	4	9 " (to Mar. 31, '02).	27 47
do do	J. J. Heinrichs..	¼	4	3 " from " ..	9 10
Otterburne and Railway Station. .	J. Rougeau.....	¾	6	12 "	78 25
Otterburne and St. Pierre.....	J. Cadotte.....	6	3	12 "	150 00
Otthon and Yorkton.....	S. Hegyi	17	1	12 "	56 10
Otto and Seamo..... .	J. E. Westdal ..	8	1	12 "	40 00
Oxbow and Railwaw Station.. ...	T. Decker.....	¼	12	12 "	125 20
Oxdrift and Railway Station.	A. Beatty	¾	3	12 "	61 32
Parkbeg and Railway Station.. ...	J. M. McFadyen	¾	7	12 "	25 07
Pasqua and Railway Station.	D. Dustin	¾	6&7	12 "	105 30
Pequis and Selkirk..... . .	S. Anderson....	6½	2	2 " (to Aug. 31, 1901)	16 25
do do	G. S. Dickinson.	6½	2	10 " from " ..	82 08
Penhold and Railway Station.....	G. Fleming.....	¾	6	12 "	156 50
Penrith and Virden..	A. Cameron	25½	1	12 "	156 00
Pense and Railway Station	S. G. Marling..	¼	12&14	12 "	96 43

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pense and Stony Beach	F. G. Marling	17	1	12 months	145 00
Percival and Catching Post	D. McKenzie	55 yds.	6	1 " 17 d. (from May 15, 1902)	7 05
Pettapiece and Railway Station	A. R. Child	200 ft.	6	12 "	50 16
Pettapiece and Westwood	G. Brown	6	1	12 "	52 00
Pheasant Forks and Wolseley	A. Johnson	40	2	12 "	675 00
Pierson and Railway Station	J. F. Dandy	⅛	12	6 " (to Dec. 31, '01)	55 30
do do	G. A. Brenner	⅛	12	6 " from "	54 25
Pigeon Lake and Railway Station	A. Lafrenière	9¼	3	12 "	160 00
Pilot Mount and Railway Sation	J. M. Fraser	⅛	12	12 "	100 33
Pincher Creek and Railway Station	J. Nesbitt	4	12	12 "	605 76
Pincher Creek and Yarrow	T. F. Upton	24	1	12 "	200 00
Pine Lake and Red Deer	C. W. Gaetz	21	1	12 "	250 00
Pine Valley and Railway Station	C. Palmason	7	1	12 "	52 00
Pinewood and Railway Station	C. I. O'Neil	1	1	7 " 16 d. (from Nov. 15, 1901)	33 00
Pipestone and Railway Station	W.G.N.Porteous	⅛	6	12 "	50 16
Pipestone and Shilson	do	10	1	6 " (to Dec. 31, 1901)	42 00
do do	do	10	1	6 " from "	42 00
Plumas and Railway Station	C. A. Kitson	⅛	6	12 "	33 09
Plumas and Tupper	do	6	1	12 "	65 00
Plum Coulee and Railway Station	J. I. Bargen	⅛	12	6 " (to Dec. 31, '01)	50 64
do do	J. A. Mactavish	⅛	12	6 " from "	49 68
Pomeroy and Roland	J. Sutton	5	1	12 "	55 00
Ponoka and Railway Station	F. E. Algar	2½	10	12 "	64 80
Poplar Point and Railway Station	G. M. Jackson	2½	12	12 "	125 44
Poplar Point and St. Ambroise	J. Forbister	17½	1	12 "	80 00
Portage la Prairie Ridgeland and Beaver	J. & E. Brown	.....	.....	Special service	20 00
Portage la Prairie and Custom House	W. W. Miller	30 ft.	6	12 months	36 00
Portage la Prairie and Railway Station (C.N.)	do	1	6	3 " (to Sept. 30, '01)	19 75
Portage la Prairie and Railway Station (C.N.)	R. Ferguson	½	10	9 " from "	93 05
Portage la Prairie and Railway Station (C.P.)	do	½	32&12	12 "	305 53
Portage la Prairie and Street Letter Boxes	E. Riddler	4½	20	12 "	365 00
Port Arthur and Railway Station	T. F. Read	⅔	14	12 "	228 12
Prairie Grove and Railway Station	R. Dunlop	4½	2	12 "	105 00
Prince Albert and Railway Station	E. Gibson	½	4	12 "	170 24
Prince Albert and Regina (Charge of mail on train)	G. F. Coster	.....	.....	12 "	52 00
Prince Albert and Shell Brook	J. T. Bird	35	1	8 " (to Feb. 28, '02)	123 33
do do	I. Belfry	30	1	4 " from "	66 66
Princess and Waskada	W. H. Hotham	6	2	12 "	104 60
Qu'Appelle and Qu'Appelle Station	C. Featherstonhaugh	18	6	8 " (to Feb. 28, '02)	293 34
Qu'Appelle and South Qu'Appelle	C. Featherstonhaugh	18	6	4 " from "	146 66
Qu'Appelle and Wishart	W. B. H. Robinson	71¼	1	3 " (to Sept. 30, '01)	123 75
do do	W. A. Henbach	71¼	1	9 " from "	420 00
Qu'Appelle and Railway Station	W. L. Wait	⅛	12&14	9 " (to Mar. 31, '02)	115 63
Rainy River and Railway Station	R. Reid	1	6	5 " (from Feb. 1, '02)	81 50
Rainy River and Rapid River	A. J. Hunter	8	1	5 " (from Feb. 1, '02)	43 33
Ranchvale and Solsgirth	E. B. R. Hall	23	2	3 " (to Sept. 30, '01)	65 00
do do	D. McLeod	23	2	6 " (to Mar. 31, '02)	156 00
do do	L. Herder	23	2	3 " from "	78 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division. &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rapid City and Railway Station...	W. Dick.....	3	6	12 months.....	171 53
Rathwell and Railway Station.....	T. C. Forbes....	¼	12	12 "	150 48
Rat Portage and Railway Station..	J. C. Brady....	¼	17&14	7 " and 3 days (to Feb. 3, '02)...	118 80
do do ..	L. Hilliard	¼	14	4 " and 25 days (from Feb. 4, '02)...	124 08
Reaburn and Railway Station	G. Main.....	⅛	12	12 "	156 50
Red Deer and Railway Station	H. H. Gaetz....	⅛	10&12	12 "	202 50
Red Deer and Solheimer.....	F. Anderson....	17	1	3 " (to Sept. 30, '01).	31 25
do do	J. Vernhardson.	17	1	9 " from " ..	78 75
Red Jacket and Railway Station...	B. Anderson....	⅛	3	12 "	40 08
Red Wing and Railway Station....	E. C. Wheeler..	100 yds.	6	1 " (from June 1, '02)	4 25
Regina and Custom House.....	Cummings Bros.	¾	6	12 "	50 00
Regina and Fairy Hill.....	G. Mollard.....	61	1	9 " (from Oct. 1, '01)	243 75
Regina and Railway Station. ...	W. Burrill.....	¾	30&18	12 "	279 25
Regina and Wascana.....	W. Howland....	12	1	12 "	103 00
Rennie and Railway Station.....	D. C. Campbell.	20 ft.	12	12 "	18 07
Reston and Railway Station.. ...	W. H. McDougall	⅛	6	12 "	50 16
Richer and Ste. Anne des Chênes..	J. Hupé.....	7	1	12 "	37 00
Ridgeland and Railway Station....	W. A. McIntosh	2	2	12 "	67 20
Ritchot and St. Boniface	S. J. St. Germain	7	2	12 "	125 00
Roland and Railway Station.....	W. H. Lowe....	1 1/10	6	12 "	56 34
Rosseau and St. Malo.....	J. Gladu.....	11	1	12 "	74 00
Rosebank and Railway Station ..	A. H. Baker....	1/16	6	12 "	31 30
Rosenfeld and Railway Station....	S. B. Acheson...	¼	24	12 "	135 45
Rosenort and Railway Station	T. Harms. ...	4¾	2	12 "	70 64
Rosser and Railway Station.....	H. J. Beachell..	¼	12	12 "	70 09
Rosthern and Railway Station.....	W. Rempel.....	⅛	4	12 "	30 14
Rosthern and Tiefengrund.....	J. J. Dyck.....	15½	1	12 "	65 00
Rosthern and Waldheim.....	H. H. Weibe....	16	1	9 days (to July 9, '01)...	2 08
do do	D. Neufeld.....	16	1	11 months and 22 days (from July 10, '01)	82 92
Rouleau and Railway Station.....	S. R. Johnston..	⅛	7	12 "	91 25
Rounthwaite and Railway Station	E. S. Shearer...	⅛	6	12 "	78 25
Routledge and Railway Station....	L. Lambourn....	⅛	3	12 "	31 20
Royal and Railway Station.....	C. Bohemier....	5	2	12 "	90 86
Russell and Railway Station... ...	A. Clee.....	¼	4	12 "	101 85
Russell and Shellmouth..	R. L. Yeates....	14½	2	12 "	320 00
Russell and Snake Creek	A. Newton	13½	1	12 "	100 00
Rutherford and Sidney.	D. Doubleday...	9	1	6 " (to Dec. 31, '01)..	37 50
St. Adolphe and Railway Station..	V. Delorme.....	2	2	12 "	65 62
St. Agathe and Railway Station....	J. N. Monette..	1	12	2 " (to Aug. 31, '01).	21 64
do do	P. Beaudoin....	1	12	10 " from " ..	103 80
Ste. Anne des Chênes and Railway Station..... ...	A. Bernier.....	1	6	12 "	125 20
St. Boniface and Winnipeg...	M. Toupin.....	1	18	12 "	303 00
St. Charles and Winnipeg.	W. R. Sinclair..	8	3	12 "	156 00
St. Claude and Railway Station....	J. P. Bernier...	1/16	12	12 "	93 90
St. Jean Baptiste and Ry. Station..	F. Parenteau....	¼	12	9 " and 7 days (to Apl. 7, '02)....	34 77
do do ..	E. Conneault ...	⅛	12	2 " and 23 days (from Apl. 8, '02)....	10 39
St. Leon and Somerset.....	P. Payette.....	7	2	12 "	98 00
St. Malo and Railway Station.. ...	J. Gladu.....	6	3	12 "	100 61
St. Norbert and Railway Station...	P. M. Morin....	¼	12	12 "	60 19
St. Owens and Catching Post...	H. A. Gibson...	⅛	7	12 "	50 14
St. Vital and Winnipeg.....	J. Nesbet.....	5½	2	12 "	60 00
Saddle Lake and St. Paul de Métis.	J. A. Thérien...	20	mthly	12 "	39 09
Saddle Lake and Whitford	G. G. Mann . .	25	mthly	12 "	48 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Saltcoats and Railway Station	E. Bolton	1/8	6	12 months	135 42
Sapton and Tyndall	A. J. Peterson	6½	1	12 "	52 00
Saron and Catching Post	E. Schunke	300 yds.	4&6	12 "	36 15
Saskatchewan Landing and Swift Current	W. Larocque	30	1	2 " (to Aug. 31, '01).	50 00
do do	L. Larocque	30	1	10 " from "	208 33
Saskatoon and West Saskatoon	A. Bowerman	1	4	12 "	104 50
Savanne and Railway Station	A. Baxter	¼	12	10 " and 13 days (to May 13, '02)	98 10
do do	P. Hogan, sr.	¼	12	1 " and 18 days (from May 14, '02)	14 76
Seamo and Vestfold	A. M. Freeman	7	1	12 "	46 00
Selkirk and East Selkirk Ry. Station	G. S. Dickinson	2¾	14	1 " (to July 31, '01)	17 14
do do	Milledge Bros.	2¾	14	1 " (to Aug. 31, '01).	34 88
do do	G. S. Dickinson	2¾	12	10 " from "	166 67
Selkirk and Winnipeg	do	25¾	6	2 " (to Aug. 31, '01).	107 50
do do	C. V. Alloway	25¾	6	1 " (to Sept. 30, '01).	62 33
do do	W. Sinclair	25¾	6	6 " (to Mar. 31, '02).	374 00
do do	G. S. Dickinson	25¾	6	3 " from "	187 00
Sewell and Railway Station	G. Kellett	¼	12	12 "	60 19
Shadeland and Thornhill	J. Ching	7¼	2	12 "	125 00
Shellmouth and Tumbell	J. C. Langford	20	1	2 " (to Aug. 31, '01).	19 83
do do	W. H. Allbright	20	1	10 " from "	66 67
Shiperlay and Starbuck	G. E. Deschêne	7	1	12 "	60 00
Shoal Lake and Railway Station	C. S. Castell	⅛	6	12 "	86 06
Sidney and Railway Station	T. Babb	1/16	12	12 "	87 64
Sifton and Railway Station	J. Kennedy	1¼	4	12 "	20 08
Silver Plains and Railway Station	W. Elliott	1/16	6	12 "	20 04
Sinclair and Sinclair Station	J. F. McLaren	7	1	12 "	50 00
Sinclair Station and Railway Station	J. Milton	⅛	6	12 "	43 00
Sintaluta and Railway Station	G. Barber	½	12&14	12 "	114 62
Snowflake and Railway Station	E. Shilson	125 yds.	4	10 " and 17 days (from Aug. 15, '01)	36 40
Snowflake and Windygates	E. Handford	6	2	10 " and 17 days (from Aug. 15, '01)	127 26
Solsgirth and Railway Station	J. C. Anderson	1/16	6	12 "	60 19
Somerset and Railway Station	R. W. McMorran	1/16	6	12 "	38 11
Souris and Railway Station	J. Cherry	1/16	30	12 "	313 00
South Qu'Appelle and Ry. Station	W. L. Wait	1/16	14	4 " (from Mar. 1, '02)	61 60
Sprague and Railway Station	J. W. Caldwell	800 ft.	4	8 " and 17 days (from Oct. 15, '01)	14 22
Spring Conlee and Railway Station	W. H. Brown	¾	3	3 " (from Apl. 1, '02)	6 50
Starbuck and Railway Station	G. E. Dechene	1/16	12	12 "	109 55
Steinback and Railway Station	G. F. Friesen	8	3	12 "	210 60
Stirling and Railway Station	J. S. Brandley	⅛	6	12 "	75 24
Stockton Station and Ry. Station	N. Fallis	⅛	12	12 "	100 24
Stonewall and Railway Station	W. J. Bell	½	6	12 "	62 60
Stonewall and Wavy Bank	J. Shaw	9½	1	9 " (to Mar. 31, '02).	48 75
do do	C. Herbert	9½	1	3 " from "	17 50
Stonewall and Winnipeg	W. J. Bell			Special trip	6 00
Stony Mountain and Ry. Station	J. Gunn	1½	6	12 months	122 12
Strathclair Station and Ry. Station	J. Craig	1/16	6	12 "	79 23
Stratton Station and Ry. Station	R. H. Bagshaw	500 yds.	6	4 " (from Mar. 1, '02)	26 00
Summerberry and Railway Station	W. Linnell	¼	7	12 "	96 43
Sumner and Whitewood	G. M. Reade	33	1	12 "	304 00
Swan Lake and Railway Station	J. S. Rice	⅛	6	12 "	54 66
Swan River and Railway Station	H. Haley		4	12 "	71 20
Swan River and Thunder Hill	R. Lyons	18	ftnly.	12 "	104 00
Swift Current and Railway Station	M. Vaudreuil	⅛	14	12 "	112 55
Taché Station and Railway Station	J. P. Bedard	⅛	12	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tetlock and Yorkton	E. F. Betts.	35	1	2 mos. (to Aug. 31, '01).	42 75
do do	W. J. Newton.	35	1	10 " from "	216 33
Teulon and Railway Station	J. F. Alexander.	1/2	6	2 " (to Aug. 31, '01).	8 31
do do	G. B. Hughes.	1/13	6	9 " and 24 days from Sept. '01.	44 97
The Landing and Westbourne	J. Goundry	2 3/4	6	6 " (to Dec. 31, '01).	74 88
do do	D. S. Lands	2 3/4	6	6 " from "	74 88
Thornhill and Railway Station	W. Bradley	1/4	12	12 "	93 90
Treesbank and Railway Station	F. L. Irwin	1/4	12	12 "	80 23
Treherne and Camille	W. J. Parker	23	2	12 "	249 60
Treherne and Railway Station	R. L. Alexander	1/8	12	12 "	141 00
Turtle Mountain and Whitewater	P. S. Kellar	4	3	10 " (to Apr. 30, '02).	97 50
do do	J. O. Ross	6	3	2 " from "	26 00
Tyndall and Railway Station	W. G. Hancock.	25 yds.	12	9 " (to Mar. 31, '02).	37 60
do do	S. D. Morden	25 yds.	12	3 " from "	12 48
Underhill and Railway Station	J. U. Johnson	1/25	6	12 "	18 78
Union Point and Railway Station	I. Gratton	3/4	3	12 "	59 66
Valley River and Railway Station	R. Bailey	1/12	4	12 "	20 08
Vermillion Bay and Railway Station	J. S. Killam	1/15	7	12 "	39 99
Virden and Railway Station	M. K. Swim	1/2	12 & 14	12 "	199 70
Virden and Woodnorth	A. Cameron	10 3/4	1	12 "	65 00
Wabigoon and Railway Station	C. J. Leitch	1/11	14	6 " and 15 days to Jan. 15, '02	59 70
do do	J. H. Creasor	1/11	14	5 " and 16 days from Jan. 16, '02	166 00
Waghorn and Railway Station	W. Lawton	1/4	4	12 "	100 00
Walsh and Railway Station	C. D. Strong	1/4	14	11 " and 3 days to June 3, '02	54 96
do do	M. O. Nesbitt	1/4	14	27 days from June 4, '02.	6 87
Wapella and Fairmede	C. Tudge	50	1	12 months	209 13
Wapella and Railway Station	E. P. Benoit	1/2	12 & 14	12 "	174 08
Waskada and Railway Station	W. H. Hotham	1/2	4	12 "	52 00
Wawenesa and Railway Station	N. S. Foster	1/4	6	12 "	90 25
Westbourne and Railway Station	A. E. Smalley	1/4	12	12 "	281 70
West Macleod and Ferry Boat	T. B. Stanford			Special trip	3 00
West Saskatoon and Railway Station	A. Bowerman	150 yds.	4	6 months (to Dec. 31, '01)	35 00
Wetaskiwin and Railway Station	P. A. Miquelon	1/2	10 & 12	12 "	129 80
Weyburn and Railway Station	W. H. Hunt	1/2	7	12 "	89 42
Whitemouth and Railway Station	J. Monilaws	1/2	12	12 "	134 43
Whitewater and Railway Station	W. Rolston	1/4	12	12 "	103 29
Whitewood and Railway Station	J. Charlton	1/2	12 & 14	12 "	192 29
Willoughby and Railway Station	M. McLeod	1	1	12 "	78 00
Willow Range and Railway Station	A. B. Manning	35 yds.	3	12 "	26 16
Winkler and Railway Station	B. Loewen	1/2	12	7 " (to Jan. 31, '02).	73 62
do do	J. Freesen	1/2	12	5 " from "	50 94
Winnipeg and Railway Stations (C.P. and N.)	W. R. Sinclair	1/2 & 1/4	117-18	12 "	1,802 01
Winnipeg and Railway Station Transfers	W. R. Sinclair	1/8	.	6 " and 15 days to Jan. 15, '02	253 50
do do	Brooks & Morris	1/8	. .	5 " and 16 days from Jan. 16, '02	330 96
Winnipeg Special Parcel Delivery	M. Peebles			(Dec. 1901)	75 00
Winnipeg and Street Letter Boxes	M. Peebles	28 1/2	21	12 months	843 18
Winnipeg and Sub-Post Offices	M. Peebles		21	12 "	624 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Winnipegosis and Railway Station.	E. Hartmann...	1/16	4	12 months	52 25
Wolseley and Railway Station.....	J. P. Dill.	1/2	12	12 "	175 50
Wood Bay and Railway Station....	M. Campbell....	1/2	3	12 "	80 51
Woodridge and Railway Station ...	J. Pelletier.....	100 yds.	6	2 " from May 1, '02.	6 67
Woodside and Railway Station ..	J. Sharp, sr.....	1/2	1	12 "	30 00
Yellow Grass and Railway Station.	P. Wilkens.....	1/2	7	12 "	91 25
Yorkton and Railway Station.....	J. B. Ball	1/2	6	12 "	93 90
				Total	100,095 07

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbotsford and Pauline	J. P. Rochelean.	3	3	12 months	68 00
Abbotsford and Railway Station	P. St. Pierre	½	12	12 "	72 00
Abenakis Springs and St. François du Lac Railway Station	B. Cartier.	2½	12	8 " (from Nov. 1, '01)	133 33
Abercorn and East Pinnacle	G. H. Armstrong	3½	3	12 "	52 00
Abercorn and Railway Station	M. L. Jenne	¾	12	12 "	80 00
Acton Vale and G. T. and C. P. Railway Stations	B. Grégoire	½	18	12 "	95 00
Acton Vale and St. Théodore	J. Bousquet	4	7	12 "	134 16
Adamsville and Railway Station	L. Larivée	¾	12	12 "	74 00
Ahuntsic and Pont Viau	A. Primeau	½	12	12 "	48 00
Aird, Clarenceville and Miranda	M. J. Burwort	4		12 "	110 41
Allan's Corners and Railway Station	P. Barr	1	12	12 "	80 00
Anderson's Corners and Dewittville	E. Anderson.	4	3	12 "	100 00
Ange Gardien and Railway Station	R. Beandry, jr.	⅛	12	12 "	38 00
Angeline and St. Alphonse de Granby	E. E. Forgues	4	6	12 "	100 00
Arundel and Crystal Falls	C. Boon	7	2	5 " (to Nov. 30, '01)	29 16
do do do	J. Riddle	7	2	7 " from "	40 84
Arundel and Railway Station	W. Thomson	1½	6	12 "	93 60
Ascot Corner and Railway Station	U. Hereux	½	12	12 "	45 00
Ascot Corner and Westbury	A. Stacey	4	3	9 " (to Mar. 31, '02)	30 00
do do do	S. E. Lothrop	4	3	3 " from "	12 00
Athelstan and N. Y. C. Railway Station	W. Saunders	1½	6	12 "	40 00
Avoca and Pointe au Chêne	A. McPhee	7	3	12 "	75 00
Ayer's Flat and Kingscroft	Mrs. M. L. Geddes	6	3	12 "	76 00
Ayer's Flat and Railway Station	S. S. Worthen	½	12	12 "	60 00
Baldwin's Mills and Corliss	W. K. Baldwin.	3	6	12 "	90 00
Baie d'Urfe and Railway Station	A. Vallée	¾	12	Part of seasons, 1901-1902	20 00
Bas de Ste. Rose and Ste. Rose	F. Gascon	4	2	12 months	50 00
Bas du Sault and Sault au Recollet	A. Delorme dit Lemay	3	3	12 "	65 00
Beaconsfield and Beaurepaire	L. Legault	1	12	Part of seasons, 1901-1902	50 00
Beauharnois and Melocheville	A. Laplante	3	6	6 months (to Dec. 31, '01)	78 00
do do do	D. Brunet	3	6	6 " from "	70 00
Beauharnois and Railway Station	do	½	24	12 "	125 00
Beauharnois and St. Etienne	P. Tessier	5	6	12 "	179 00
Beauvoir and Ste. Marthe	J. E. Poirier	3¼	3	12 "	60 00
Beaver and Railway Station	J. R. McCaig	3 acres	6	12 "	10 00
Bedford and Pearceton	G. S. Budd	8½	6	12 "	200 00
Beebe Plain and Railway Station	C. H. McClintock	⅜	12	12 "	75 00
Belisle's Mills and Railway Station	I. Deschamps	150 feet	12	12 "	35 00
Belisle's Mills and Valmorin	C. Ouellette	3½	2	12 "	52 00
Bellerive and Valleyfield	E. Rapin	18 acres	6	12 "	49 00
Beloeil Station and Railway Station	A. D. Goulet	220 yds.	24	12 "	40 00
Beloeil Village and St. Hilaire Station	F. Leduc	1	12	12 "	100 00
Beranger and Dunham	S. Cook	4	2	12 "	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Berthier and Berthier Junction	F. X. Piché	2½	1	7 mos. and 20 days (from Nov. 11, '01)	8 50
Berthier and Railway Station	do	2½	25	4 " and 11 days (to Nov. 11, '01)	82 77
do do	do		24	7 " and 119 days (from Nov. 12, '01)	79 60
Berthier and St. Ignace	P. Moreau	3½	6	12 "	90 00
Berthier and Sorel	S. Valois	5	12 & 7	12 "	500 00
Berthier Junction and St. Elizabeth	C. Lavallée	8	6	12 "	148 00
Bethany and Roxton Falls	W. Lancaster	5½	3	12 "	100 00
Bethel and South Durham	J. Mallette	5	3	12 "	80 00
Birchton and Railway Station	R. Bridgette	¼	12	12 "	75 00
Birchton and Sand Hill	R. E. Laberee	4	3	12 "	75 00
Bishop's Crossing and Brookbury	J. H. Leonard	5½	6	12 "	185 00
Blue Bonnets and Railway Station	Mrs. M. Doré	½	12	12 "	105 00
Bois de Filion and Rosemere	M. Chapleau	4	2	12 "	40 00
Bolton Forest and Eastman	C. H. Dingman	2	3	12 "	50 00
Bolton Glen and Knowlton	M. H. Hunt	4	3	12 "	59 28
Bon Conseil, Carmel and Railway Station	C. Boisvert	¾	12	12 "	124 00
Bondville and Foster	H. A. Martin	4	6 & 3	12 "	125 00
Bordeaux and Railway Station	G. Picard	150 yds.	18	12 "	32 50
Bordeaux and Sault au Recollet	C. Picard	2¾	12	12 "	150 00
Bordeaux and Ormstown	O. Bergevin	4½	2	12 "	42 00
Boucherville and Railway Station	A. Bemeur	133 yds.	18	12 "	72 00
Bougie and Montreal	A. H. Frigon	5	6	12 "	50 00
Boulogne and St. Eugene	L. Carpentier	4½	6	12 "	100 00
Bout de l'Isle and Charlemagne	O. B. Séguin	1¼	12	12 "	200 00
Bout de l'Isle and Maisonneuve	The Montreal Terminal Railway Co.	11 6	12	12 "	500 00
Boynton and Fairfax	H. W. Smith	4½	3	12 "	65 00
Boyton and Railway Station	A. R. Hills	¼	12	12 "	60 00
Brigham and Farnham Centre	R. Clark	2	6	12 "	95 00
Brigham and Railway Station	J. Harrison	⅛	12	12 "	48 00
Britannia Mills and Railway Station	H. Guilbert	60 yds.	12	12 "	25 00
Britannia and Hazel Land	J. Pollock	2¼	2	12 "	20 00
Britonville and Morin Flats	do	3½	3	12 "	48 00
Brome and Sutton Junction	M. P. Eldridge	3½	6	12 "	172 00
Brome and Turkey Hill	G. M. Sweet	5	2	12 "	50 00
Brome Centre and West Brome	E. Devlin	5	6	12 "	160 00
Brompton and Brompton Falls	H. Addison	4	3	12 "	80 00
Brousseau Station and Railway Stn.	G. Dumontet	10 acres	12	12 "	45 00
Brownsburg and Mount Maple	J. Mason	3½	2	12 "	52 00
Brysonville and Railway Station	F. G. Dunning		12	12 "	20 00
Bulwer and Railway Station	H. E. Duke	30 yds.	12	12 "	36 00
Burrill's Siding and Railway Station	C. Burrill	200 yds.	12	12 "	10 00
Calumet and Railway Station	S. J. Hambly	100 yds.	24	12 "	60 00
Canterbury and Scotstown	R. Groom	5	2	9 " (to Mar. 31, '02)	45 00
do do	J. F. Groom	5	2	3 " from do	20 00
Capelton and Eustis	M. Barrett	1¼	12	12 "	69 50
Capelton and Eustis Railway Stn.	E. Galvin	550 yds.	24	12 "	80 00
Carillon and Lachute	M. Campeau	10½	6	12 "	300 00
Carillon and Monalea	J. Fitzgerald	2	2	12 "	36 00
Carillon and Point Fortune	J. Larocque	1	6	12 "	46 95
Carillon, Point Fortune and Railway Station	do	1	6	12 "	120 00
Carillon and St. Andrews East	M. Campeau	2	5	12 "	75 00
Cartier and Emard	C. Daoust	2	2	4 " (from Mar. 1, '02)	8 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cartier and Valleyfield	C. Daoust	2	5	4 mos. 5 days (from Feb. 24, '02)	18 20
Cascades Point and Vaudreuil Railway Station	T.C.Demontigny	5½	6	12 "	180 84
Caughnawaga and Adirondack Junction	N. A. Giasson	1½	6	12 "	70 00
Cazaville and May Bank	J. McGibbon	2¼	6	12 "	60 00
Cedars and Railway Station	J. O. Cuillierier	3	12	12 "	148 00
Chambly Basin and Railway Station	E. Barrette	¼	18	12 "	70 00
Chambly Canton and Village Richelieu	Z. Bessette		Extra trips.		19 00
Chambly Canton and Railway Stn.	P. Ulric	¼	18	12 months	120 00
Chantelle and Rawdon	J. A. Morin	17	3	7 " (to Jan. 31, '02)	107 91
Chantelle and St. Théodore	do	3	3	1 " (to Feb. 28, '02)	10 00
do do	J. Gregoire	3	3	4 " from "	13 33
Chapleau Station and Railway Stn.	J. Johnson		12	4 " (to Oct. 31, '01)	8 00
do do	do		6	8 " from "	8 00
Charlemagne and L'Assomption	J. Belhumeur	9	6	12 "	250 00
Charrington and East Clifton	H. E. Cairns	4½	2	12 "	40 00
Chartierville and La Patrie	M. Labbé	9	6	12 "	180 00
Chatboro and St. Philippe	J. Donaldson	2½	3	12 "	46 00
Chateauguay and Railway Station	A. Desparois	1¼	12	12 "	120 00
Chatillon and St. Zephirin	H. Castonguay	5½	3	12 "	84 00
Cherry River and Magog	R. A. Buzzell	4	3	12 "	50 00
Christieville and Railway Station	E. Christie	½	6	12 "	30 00
Clairvaux de Bagot and Railway Stn.	U. Durocher	5 acres	12	11 " (from Aug. 1, '01)	28 41
Clarenceville and Lacolle Railway Station	M. J. Burwort	4	6	1 " (to July 31, '01)	26 08
Clarenceville and Railway Station	do	½	12	11 " from "	68 75
Clarenceville and Wolf Ridge	do	4	3	9 " (to Mar. 31, '02)	38 75
do do	do	4½	3	3 " from "	18 75
Clyde's Corners and Carr's Crossing	J. O'Connor	3	6	12 "	119 99
Coaticooke and Gosselin's Mills	I. Gosselin	19½	6	12 "	512 00
Coaticooke and Ladd's Mills	M. J. Ladd	2¾	3	12 "	50 00
Coaticooke and North Coaticooke	J. Meade	1½	12	12 "	85 00
Coaticooke and Railway Station	P. Gahan	¼	12	12 "	48 00
Coaticooke and Rock Island	W. A. Channell	20	6	12 "	450 00
Como and Oka	E. Ouellette	1	6	Season 1901-02	81 90
Como and Railway Station	F. X. Chipman	1	12	12 months	60 00
Compton and Martinville	J. M. Thompson	6	6	12 "	180 00
Compton and Railway Station	R. L. Craig	1½	6	12 "	30 00
Contrecœur and Railway Station	U. St. Jean	7 acres	18	1 " (to July 31, '01)	11 00
do do	do	7 acres	18	11 " from "	110 00
Contrecœur and St. Denis	I. Drien	8¼	12	2 " and 7 days (to Sept 7, '01)	120 00
do do	N. Belanger	8¼	12	9 " and 23 days (from Sept. 8, '01)	253 85
Cookshire and Flanders	A. J. Harvey	4½	3	12 "	65 00
Cookshire and Island Brook	A. Miller	10	6	12 "	174 00
Cookshire and Railway Station	S. J. Osgoode	¼	30	12 "	100 00
Cooper's Corners and La Guerre	M. Smith	2	12	12 "	131 66
Corbin and Cowans	J. Bouchard	2	2	12 "	30 00
Corbin and Frontier	J. C. Gordon	2	6	12 "	79 00
Cornwall and St. Regis	L. Thomas	6	2	12 "	75 00
Coteau du Lac, Coteau Landing and Railway Station	Dame E Parand	3¾	12 & 6	12 "	90 00
Coteau Landing and G. T and C. A. Railway Stations	Mrs. E. Gauthier	2	25	12 "	100 00
Cote des Neiges and Montreal	R. Blain	4	6	12 "	185 00
Cote des Neiges West and St. Laurent	L. Sancartier	2	4	12 "	120 00
Cote Rouge and Cote St. Vincent	M. St. Jacques	5½	6	12 "	175 00
Cote St. Emannel and Pont Chateau	O. H. Besner	2	3	12 "	35 00
Cote St. Louis and Villeray	S. Major	3	6	12 "	110 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Covey Hill and Vicars	W. Orr	2	6	12 months	62 60
Cowansville and Railway Station	G. W. Sisco	¼	24	12 "	144 00
Crossbury and Robinson	W. Ross	3	2	3 " (to Sept. 30, '01).	7 50
do do	M. J. Ross	3	2	9 " from "	29 16
Dalesville and Lachute	C. Vary	6	6	12 "	168 00
Dalesville and Louisa	W. Watchorn	5	2	12 "	52 00
Dalesville and St. Michel de Wendover	L. Gagné	11	2	4 " (to Oct. 31, '01).	33 33
do do	N. Carrière	11	2	8 " from "	53 33
Dalhousie Station and Ry. Station	W. Brodie	120 yds.	12	12 "	35 00
Dalling and Racine	P. M. Carlin	6	3	12 "	140 00
Danby and Ste Christine	F. X. Le Grand	4½	6	12 "	120 00
Danville and St. George de Wendover	C. Clement	11½	6	3 " (to Sept. 30, '01)	67 50
do do	J. Jutras	11½	6	9 " from "	202 50
De Lorimier and Montreal	M. A. Campeau	3¾	12	12 "	668 00
Dell and Scotstown	A. J. McDonald	5½	2	12 "	80 00
Derby Line, Rock Island and Railway Station	H. A. Channell	.....	24	12 "	75 00
Dewittville and Railway Station	J. Holiday	¾	12	12 "	100 00
Dixie Railway Stn. and Summerlea	G. A. Cunningham	¾	12	12 "	75 00
Dixville and Railway Station	B. R. Baldwin	½	12	12 "	60 00
Dorval and Railway Station	D. Descary	1¼	12	12 "	100 00
do do	do	1¼	6	Part of seasons 1901-1902	16 66
Douglasburg and Napierville	N. Paré	2	3	12 months	40 00
Drummondville and Melbourne	M. Demande	24	6	12 "	448 00
Drummondville and C. P. Ry. Stn.	J. F. Picotin	⅓	12	12 "	46 72
Drummondville and D. C. Ry. Stn.	do	⅓	24	12 "	113 04
Drummondville and St. Marjorique	B. Lafond	6	3	12 "	78 75
Duncan Station and Railway Station	P. Paul	2 acres	6	12 "	20 00
Dundee and Railway Station	J. Tyo	¾	12	12 "	100 00
Dundee Centre and St. Agnès Railway Station	T. Rowley	2	6	12 "	65 00
Dunham, Stanbridge Station and Stanbridge East	W. Turnbull	13 & 7	.....	12 "	5 5 00
Duncan and Mansonville	R. G. Crowell	3	6	12 "	75 00
Eastman and O. M. Railway Station	A. E. Blunt	300 yds.	24	12 "	40 00
Eastman and St. Etienne de Bolton	P. Decelles	5	6	12 "	150 00
East Angus and Linda	D. E. Hall	1½	3	12 "	50 00
East Angus and Railway Station	J. Planche	350 yds.	12	12 "	40 00
East Bolton, Bolton Centre and Channell	D. J. Randall	8¾	6 & 3	12 "	250 00
East Clifton and Railway Station	H. E. Cairns	2½	6	12 "	112 00
East Dunham and Sweetsburg Railway Station	J. G. Wales	6¾	6	12 "	300 00
East Farnham and Railway Station	G. C. Mansfield	1	12	6 " (to Dec. 31, '01).	75 00
do do	W. E. Hall	1	12	6 " from "	70 00
East Hereford and Railway Station	J. Aubertin	½	12	12 "	60 00
Eaton and Railway Station	H. H. Winslow	⅛	12	12 "	74 00
Echo Vale Railway Station and Piopolis	G. Stewart	8	6	4 " (to Oct. 31, '01).	99 45
do do	M. D. MacDonald	8	6	3 " (to Jan. 31, '02).	55 99
do do	J. E. Bouffard	8	6	5 " from "	120 83
Echo Vale and Railway Station	J. P. Jones	33 yds.	12	12 "	25 00
Egypte and St. Ephrem d'Upton	C. D. Chaput	8½	6	12 "	245 00
Emileville and St. Pie	C. Massé	1	6	12 "	52 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fairmount Ave. and Mile End	J. R. Laurier	11 ac.	6	12 months	25 00
Farnboro' and West Shefford	J. Enright	2½	3	12 "	52 00
Farndon and Railway Station	G. Kennedy	250 ft.	12	12 "	57 50
Farnham and Magenta	P. Desourdy	5	2	12 "	52 00
Farnham and C. P. & C. V. Railway Stations	W. F. Choquette	200 yds.	42	12 "	140 00
Farnham and St. Sabine	J. Barrière	6	6	12 "	90 83
Farnham and Stanbury	C. G. Kennedy	8	2	12 "	72 00
Fontenoy and Melbourne	Mrs. S. Fraser	6	2	12 "	48 00
Foster and Railway Station	E. C. Inglis	⅛	24	12 "	40 00
Franklin Centre and Hemmingford	W. Ryan	16	6	12 "	395 00
Franklin Centre and Huntingdon	J. R. Copland	20½	6	12 "	494 00
Franklin Centre and Starnesborough	S. Huet	2	6	12 "	70 00
Frelighsburg and North Pinnacle	G. C. Chadburn	6½	3	12 "	89 50
Frelighsburg and St. Armand Station	O. E. Grassette	16	6	12 "	300 00
Frelighsburg and Sweetsburg	C. S. Boright	13½	6	12 "	340 00
Frost Village and Waterloo	A. McKenny	2½	6	12 "	96 00
Fulford and Laroche	R. Armstrong	3	3	12 "	59 00
Fulford and Railway Station	H. Booth	⅕	12	12 "	60 00
Galson and Gould	M. Morrison	5½	2	12 "	42 00
Garland and St. Chrysostôme	J. Dallaire	4	3	12 "	39 00
Gasparine and Holton	F. Delage	3½	2	12 "	34 00
Genoa and St. Hermas	J. Gordon	3½	3	12 "	75 00
Georgeville and Magog	A. A. Eves	10	6	12 "	188 00
Georgeville and Magoon's Point	W. H. Brevoort	5½	2	12 "	52 00
Georgeville and Smith's Mills	O. Hutchins	12	6	12 "	248 00
Georgeville and Wharf	D. A. Bullock	100 yds.	12	Part of season 1901	15 00
Geraldine and Stockwell	C.F.M. Newman	3½	2	12 months	32 00
Girard and Railway Station	D. Signori	70 yds.	12	12 "	24 00
Glen Sutton and Railway Station	F. H. Crowell	¼	12	12 "	60 00
Glen Iver and Sherbrooke	J. McIver	7½	3	12 "	88 00
Gore and Railway Station	F. W. Burrill	⅛	12	12 "	40 00
Gould and North Hill	N. McDonald	4½	2	12 "	42 00
Gould and Red Mountain	A. G. McKay	5	2	12 "	60 00
Gould and Scotstown	A. W. Morrison	7½	6	12 "	265 00
Gould Station and Railway Station	M. Morrison	¼	12	12 "	60 00
Graham and Railway Station	W. Graham	12 ac.	12	12 "	60 00
Granboro' and Granby	P. Goyette	12½	3	12 "	90 00
Granby and Railway Station	C. H. Murray	⅛	18	12 "	136 00
Granby and St. Cécile de Milton	W. T. Norris	9¾	6	12 "	200 00
Granby and Shefford Mountain	G. W. Williams	6½	3	12 "	105 75
Grand Chicot and St. Eustache	I. Giroux	4	2	4 " (from Mar. 1, '02)	20 00
Grand Ligne and St. Blaise	J. Perron	1	12	12 "	90 00
Grenville and Harrington East	F. W. Wade	17	3	12 "	235 00
Grenville and C. P. Railway Station	L. Champagne	2	18	12 "	50 00
Hallerton and Hemmingford	T. Kenny	¾	3	12 "	75 00
Halls Stream and Hereford	W. J. Ellis	5	2	12 "	89 00
Halls Stream and Railway Station	C. O. Hibbard	30 rds.	12	12 "	32 00
Hardwood Flat and Robinson	W. R. Todd	3½	2	12 "	26 00
Harrington and Rivington	D. McTavish	5	3	12 "	78 00
Hatley and Railway Station	H. W. Perry	3½	6	12 "	115 00
Helena and White's Station	H. J. Donnelly	4	6	12 "	144 00
Hemmingford and Roxham	J. P. Simpson	6	2	12 "	45 00
Henrysburg and Railway Station	A. Lemieux	¼	12	11 " from Aug. 1, '01.	44 00
Henryville and Lacolle	J. Giroux, fils	8½	3	3 " (to Sept. 30, '01).	23 75
do do	M. Garceau	8½	3	9 " from "	75 00
Henryville and Stanbridge Station	E. Dupont	8	12	2 " (to Aug. 31, '01).	41 66
Holton and St. Clothilde	F. Dextras	2	6	12 "	90 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Honoreville and St. Cesaire	H. Neveu	3	3	12 months	75 00
Howick Railway Station and St. Chrysostôme	A. Buteau	9¼	18 & 6	12 "	249 00
Huberdeau and Railway Station	J. Labonté	4 ac.	3	12 "	30 00
Hudson and Railway Station	A. Vipond	⅛	12	12 "	40 00
Hudson Heights, Hudson and Railway Station	A. W. Mullan	¼ & ¾		12 "	50 00
Hunterstown and Louiseville	A. Paille	17	6	12 "	230 00
Huntingdon and Railway Station	J. C. McMillan	½	18	12 "	125 00
Huntingdon and N. Y. C. Railway Station	M. H. Moir	⅓	6	12 "	41 00
Iberville and C. V. & C. P. Stations	H. Mailhot	⅓	36	12 "	150 00
Iron Hill and West Shefford	W. Moffitt	6¼	6	12 "	160 00
Island Brook and New Mexico	E. Dawson	4½	3	12 "	58 50
Isle aux Noix and Stottville	W. Hetier	3	12	3 " (to Sept. 30, '01).	25 50
Isle aux Noix and St. Valentin	W. Hetier	3	12	9 " from "	76 50
Isle Bizard and Railway Station	W. Desjardin	3½	12	12 "	175 00
Isle Perrot and Ste. Anne de Bellevue	J. Monpetit	5¼	6	12 "	185 00
Johnville and Railway Station	A. Lindsay	⅛	12	12 "	48 00
Joliette and Railway Station	J. O. Lavoie	⅓	24	9 " (to March 31, '02)	112 50
do do	J. Desornier	½	24	3 " from "	37 50
Joliette and St. Lignori	M. Arbour	9	6	8 " (to Feb. 28, '02.)	207 00
do do	A. Chamberland	9	6	4 " from "	71 66
Joliette and Ste. Melaine	J. Massicotte	14	6	9 " (to Mar. 31, '02).	206 25
do do	G. Perreault	14	6	3 " from "	75 00
Joliette and St. Paul d'Industrie	A. Perreault	4	6	12 "	60 00
Katevale and North Hatley	C. G. Tremblay	4½	4	12 "	106 64
Keith and Robinson	A. McLennan	8½	3	9 " (to Mar. 31, '02).	72 00
do do	K. McCaskill	8½	3	3 " (from "	39 00
Kelso and Trout River Station	D A MacFarlane	3½	6	12 "	198 00
Kildare and St. Béatrix	A. Dalpond	17	6	12 "	383 67
Killowen and St. Hermas	G. Gironx	3½	2	12 "	50 00
Kingsbury and Melbourne Ridge	E. Mignault	5½	3	12 "	150 00
Knowlton and Railway Station	A. E. Kimball	¼	12	12 "	62 60
Knowlton, Sutton Junction and Foster Junction	G. W. Hall	7 & 6	6	12 "	250 40
Knowlton and West Bolton	C. W. Beals	3	3	12 "	55 00
Knowlton Land'g and South Bolton	L. G. Greene	4	6	12 "	145 00
Knowlton Landing and Wharf	L. P. Knowlton	300 yds.	12	Part of season 1901	15 00
LaBaie and Nicolet	D. Martel	9	6	12 months	129 00
LaBaie and Pierreville	do	9	6	12 "	213 30
LaBaie Shawenegan and Railway Station	M. Dessureault	1¼	6	5 " (from Feb. 1, '02)	41 66
LaBaie and St. Zépherin	D. Martel	8	6	4 " (to Oct. 51, '01)	62 32
Laberge and Primeauville	E. Primeau	2½	3	12 "	50 00
L'Acadie and Railway Station	F. F. Bourgeois	16 acres.	12	12 "	90 00
Lac Bellemare and Shawenegan	S. Dufresne	9	2	12 "	85 00
Lac Charlebois and Lac Masson	P. Gauthier	5	6	Part of seasons 1901–'02	67 50
Lachenaie and Terrebonne	O. Brière	4½	6	12 months	120 00
Lachine Locks and Railway Station	J. B. Richer	½	12	12 "	75 00
Lachine Rapids and Railway Station	D. Dunberry	2	6	12 "	100 00
Lachine Station Letter Box and G. T. Railway Station	S. Young		12	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lachute and Lachute Mills	A. Lafleur	1	18	6 mos. (to Dec 31, '01)	47 50
do do	P. Desjardins	1	18	6 " from "	47 50
Lachute and Lakefield	F. Rogers	9	3	12 "	111 00
" "	H. M. Gall	1/2	24	12 "	72 00
Lachute and Shrewsbury	G. Robinson	14 1/2	3	12 "	139 48
Lac Masson and St. Emile de Montcalm	A. Daoust	10	2	12 "	97 08
Lac Masson and Railway Station	W. Lacasse	4 1/2	3	12 "	80 00
Lac Nantel and Railway Station	D. Whelan	100 yds.	12	12 "	24 00
Lacolle and Odelltown	J. Gray	3	3	12 "	60 00
Lake Megantic, Transfer at Railway Stations	J. Berubé	1/2	18	12 "	79 25
Lake Megantic and Q. C. Railway Station	do	300 yds.	12	12 "	29 49
Lake Megantic C.P. Railway Station and Q.C. Railway Station	do	1/2	6	12 "	93 90
Landreville, Ormstown and Railway Station	J. Murphy	4 1/2	6&18	12 "	218 00
Lanoraie and Railway Station	J. B. Bourdon	6	6	12 "	100 00
L'Annonciation and L'Ascension	R. Clement	12	1	12 "	52 00
La Patrie and Notre Dame des Bois	J. St. James	9	6	12 "	200 00
La Patrie and Scotstown	E. Roberge	9	6	9 " (to Mar. 31, '02)	131 25
do do	S. Poulin	9	6	3 " from "	43 75
La Patrie and West Ditton	J. Lambert	3 1/2	1	12 "	12 00
La Plaine and Railway Station	C. Gauthier	1 1/4	12	12 "	54 00
La Prairie and Railway Station	E. Lamarre	3/4	18	12 "	75 00
La Presentation and St. Hyacinthe	M. Leclaire	6	6	12 "	150 00
Larose Station and Lost River	W. Fraser	10	3	12 "	135 00
Larose Station and Railway Station	A. Larose	125 ft.	12	12 "	38 32
L'Artifice and Bryson Railway Station	J. Cousineau	7 1/2	6	12 "	185 00
L'Assomption and L'Epiphanie Station	H. Thouin	3 1/2	18	12 "	234 00
L'Assomption and St. Sulpice	J. Giard	5	6	12 "	138 48
La Trappe and Oka	N. Fauteux	3 1/4	6&12	12 "	125 00
Laurel and Lost River	M. McCluskey	6	1	12 "	60 00
Laurentides and Railway Station	A. Lavigne	8 acres.	12	12 "	70 00
Laurentides and St. Calixte de Kilkenny	G. Lajoie	10	3	12 "	128 00
Laurentides and St. Julienne	J. Brouillette	12	6	12 "	290 00
La Visitation and Ste. Monique	D. Lafond	4	3	12 "	130 00
Lavaltrie and Railway Station	J. Grenier	8	6	12 "	195 00
Lawrenceville and Railway Station	P. Hamel	1/8	12	12 "	38 00
Lawrenceville and Rochelle	M. Guilmain	3	3	12 "	80 00
Leadville and Mansonville	W. S. Brown	7	2	12 "	65 00
Lennoxville and Milby	S. J. Powers	5	6	12 "	150 00
Lennoxville and C.P. & G.T. Railway Stations	E. W. Abbott	70 yds.	12	12 "	60 00
Lennoxville and C.P. & B.M. Railway Stations	do	12	24	12 "	120 00
Lennoxville and Spring Road	I. Parnell	4	2	12 "	52 00
Leopold and Morin Flats	J. Thompson	10	2	12 "	60 00
L'Epiphanie and Railway Station	A. Lamarche	3/4	18	12 "	123 00
L'Epiphanie and St. Jacques	G. Forest	12 1/2	12	12 "	400 00
L'Epiphanie and St. Roch	C. Perreault	6	6	12 "	110 00
Longueuil and Railway Station	S. Mainville	1/8	24	12 "	100 00
Long Point and Belt Line Railway Station	J. Chevalier	3/4	12	12 "	160 00
Louiseville and Nancy	R. Caron	6	2	12 "	50 00
Louiseville and Railway Station	P. Lefebvre	16 acres.	19	12 "	147 25
Louiseville and St. Ursule	A. Sevigney	5 1/2	6	12 "	84 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McLeod's Crossing and Railway Station	J. A. McDonald.	½	6	12 months	46 25
Mabel and Staynerville	F. Lahaie	3	2	12 "	30 00
Magog and Railway Station	J. E. Taylor	¼	12	12 "	100 00
Maisonneuve and Montreal	A. Meunier	3½	18	12 "	450 00
Mamaison and Notre-Dame de Sltanbridge	L. Galipeau	3	6	12 "	120 00
Malvina and Railway Station	F. Roy	¾	6	12 "	48 00
Mansonville and Province Hill	S. Sargent	4	3	12 "	65 00
Mansonville and Railway Station	G. W. Sisco	2½	6	12 "	60 00
Mansonville and Vale Perkins	J. M. Alex	5½	3	12 "	60 00
Maple Leaf and Sawyerville	J. W. Planche	4¼	6	12 "	150 00
Marieville and Railway Station	S. Duclos	½	18	12 "	65 00
Marlington and Stanstead Junction	W. H. Guay	4¾	6	12 "	105 00
Mascouche and Mascouche Rapids	J. Carmichael	3½	3	12 "	90 00
Mascouche and Railway Station	T. Beauchamp	1¼	12	12 "	60 00
Mastigouche and St. Gabriel de Brandon	I. O. Henault	4	8	9 " (to Mar. 31, '02)	75 00
do do	A. Paquin	4	8	3 " from "	19 87
Melbourne and Richmond	S. Cross	1½	12	12 "	198 00
do do	F. Scott			Special trips	40 50
Melbourne and Upper Melbourne	A. E. Main	¾	13	12 months	80 00
Menardville and Railway Station	J. Touchette	⅝	6	2 " (from May 1, '02)	4 16
Milan and Railway Station	J. D. Morrison	¼	12	12 "	24 00
Milan and Valracine	R. Boulanger	9	3	9 " (to Mar. 31, '02)	55 00
do do	J. D. Morison	9	3	5 days (to Apl. 5, '02)	5 00
do do	J. Fortier	9	3	2 months and 25 days (from April 6, '02)	20 00
Milan and Whitwick	M. McLeod	5	2	12 months	50 00
Mile End and Outremont Junction	N. Houle	2	6	9 " (to Mar. 31, '02)	22 50
do do	W. Ganthier	2	6	3 " from "	7 50
Miletta and Railway Station	Mrs. M. A. Murray	143 yds.	6	12 "	10 00
Mille Isles and St. Jerome	W. Elliott	12	3	12 "	200 00
Minton and North Hatley	N. E. Fish	2½	3	12 "	60 00
Mirabel and St. Hermas Station	A. Belouin	1½	6	12 "	64 60
Mitchell Station and Ry. Station	E. Defossé	½	12	6 " (to Dec. 31, '01)	15 00
do do	J. Beaulieu	½	12	6 " from "	19 99
Mongenais, St. Justine and Railway Station	J. Sauvé	3		12 "	198 00
Montfort and Railway Station	M. Boulaire	4 acres.	12	12 "	34 58
Montreal Letter Carrier Service	Mont. St. Ry. Co.			12 "	2,700 00
Montreal Railway Station Transfers	A. Daignault			Special trips	5 00
Montreal Special Service at Christmas	A. Daignault				9 00
do do	C. A. Dumaine & Co				153 69
Montreal and C. P. Railway Station	A. Daignault			7 months (to Jan. 31, '02) (less fine)	2,297 96
do do	T. Poupart			5 " from " (less fines)	995 75
Montreal and Mount Royal Vale	O. Filion	4½	24	12 "	600 00
Montreal Receiving Houses and S. L. Boxes	A. Meunier		as req.	6 " (to Dec. 31, '01) and arrears	3,811 75
do do	A. Lemieux			6 " from do (less fine)	2,726 51
Montreal and Ste. Cunegonde	F. Baiziere	1½	24	12 "	626 00
Montreal and St. Eustache	U. Viau	21½	6	12 "	645 00
Montreal and Wharf	A. Daigneault	½	12	Part of season 1901	88 20
do do	T. Poupart	½	12	" 1902	67 00
Montreal and St. Leonard de Port Maurice	J. Gervais	8¾	6	12 months	306 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Montreal South and Ry. Station...	S. Sabatier.....	$\frac{3}{10}$	12	12 months.....	40 00
Montreal West and Ry. Station ...	A. Dewitt.....	80 yds.	24	12 "	60 00
Morin Flats and Railway Station..	M. Cuffling.....	6 acres.	12	12 "	48 00
Morin Flats and St. Adolphe de Howard	F. Corbeil.....	9	2	12 "	93 00
Mount Johnson and Versailles.....	Mrs. A. T. Moquin.....	4	6	3 " (to Sept. 30, '01).	37 50
Mount Johnson and St. Gregoire Railway Station	N. Bessette.....	12 acres.	12	11 " (from Aug. 1,'01)	45 83
Napierville and Stottville.....	P. Bourgeois....	7	12	12 "	240 00
New Erin and Railway Station....	J. Walsh.....	$\frac{1}{2}$	6	12 "	60 00
New Glasgow and St. Jerome.....	F. Langlois dit Traversie....	9	6	12 "	391 25
New Rockland and Richmond Station	E. Mignault....	$8\frac{1}{4}$	6	12 "	300 00
North Georgetown and Railway Station.....	C. Turcotte.....	$\frac{1}{2}$	6	12 "	60 00
North Hatley and Railway Station.	H. G. Bassett...	$\frac{1}{2}$	12	12 "	70 00
North Stukely and Railway Station	J. Marchessault.	$1\frac{1}{2}$	12	12 "	100 00
North Sutton and West Brome ..	M. E. Darbe....	2	3	12 "	60 00
Norton Creek, St. Remi and Railway Station.....	A. Ste. Marie...	$9\frac{1}{2}$	6 & 24	3 " (to Sept. 30, '01).	70 00
do do ..	do ..	$9\frac{1}{2}$	24	6 " (to Mar. 31, '02).	150 00
do do .	do ..	$9\frac{1}{2}$	6 & 24	3 " from " ..	75 00
Notre Dame de la Mercie and St. Donat de Montcalm.....	W. Ritchie. ..	$11\frac{3}{4}$	2	12 "	95 00
Notre Dame de la Mercie and St. Emile de Montcalm.....	J. Provost . .	9	2	2 " (to Aug. 31, '01).	15 00
do do ..	E. Beauregard..	9	2	10 " from " ..	75 00
Noyan and Railway Station.....	W. M. Jameson.	1	12	11 " (from Aug. 1,'01)	68 75
Paquette and Railway Station.....	R. Hamelin...	$1\frac{3}{4}$	6	12 "	100 00
Parc Laval and Railway Station...	D. Vanin.....	50 yds.	12	12 "	50 00
Petite Brulé, St. Augustin and Railway Station	E. Meilleur.....	$5\frac{1}{4}$ m.	12 & 6	12 "	140 00
Petite Mascouche and Railway Station	E. Gagnon.. ...	100 ft.	12	12 "	10 00
Peveril and St. Justine Railway Station.....	D. Menard	$2\frac{1}{2}$ m.	6	12 "	100 00
Philipsburg and St. Armand Station	S. Borden	2	12	12 "	190 00
Piedmont and Railway Station....	P. Charbonneau.	$\frac{1}{2}$	12	12 "	50 00
Pierreville and Pierreville Mills....	L. C. Gauthier..	$4\frac{1}{2}$	6	12 "	129 00
Pierreville and St. Aimé	B. Cartier	$17\frac{1}{2}$	6	4 " (to Oct. 31, '01) .	148 00
Pierreville and St. Elphege...	C. Champagne .	7	6	4 " (to Oct. 31, '01)..	53 33
Pierreville and St. François du Lac Railway Station	D. Lafreniere...	1	3	4 " (to Oct. 31, '01)..	19 66
do do ..	A. Gill	1	12	8 " from "	116 66
Pierreville and St. Zepherin.	D. Chasse	13	6	8 " (from Nov 1,'01	260 00
Pincourt and Terrebonne....	J. Gauthier. ...	4	2	12 "	48 00
Pointe au Calumet and St. Joseph du Lac	J. B. Laurin....	2	6	12 "	54 52
Pointe au Chene and Railway Station	A. Mathews....	33 yds.	12	12 "	30 00
Pointe aux Trembles and Rivière des Prairies	A. Longpre.....	$6\frac{1}{4}$	6	12 "	156 57
Pointe Claire and Railway Station	A. Brisbois.....	1	6	12 "	75 00
Pointe du Jour and St. Thomas d'Aquin	A. Girouard ...	$3\frac{1}{4}$	2	12 "	45 00
Pointe du Lac and Railway Station	A. Biron	25 acres.	12	12 "	42 48

APPENDIX B—*Continued.*

DETAIL of all payments in Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pont Chatean and St. Clet	O. H. Besner	2 m.	6	12 months	84 00
Pont de Maskinongé and Railway Station	A. Laurent	9 acres.	12	12 "	50 00
Pont de Maskinongé and St. Justin	E. Vermette	5	6	12 "	150 00
Port Lewis and St. Anicet	S. Dupuis	5	3	12 "	78 00
Primeauville and St. Urbain	D. Myre	4	6	3 " (to Sept. 30, '01).	26 75
Racine and Railway Station	L. Belisle	½	12	12 "	50 00
Racine and South Ely	A. Jamieson	½	6	12 "	75 00
Rawdon and St. Liguori	H. Hanna	9	6	12 "	215 00
Rawdon and St. Theodore	E. Perreault	14	3	7 " (to Jan. 31, '02)	93 33
do do	G. Mason	14	6	5 " from "	100 00
Repentigny and St. Paul l'Ermite	A. Perreault	2	6	12 "	80 00
Rigaud and Railway Station	J. Charlebois	¼	12	12 "	50 00
Rigaud and St. Redempteur	A. Quesnel	6	6	12 "	149 72
Rivière des Fèves and St. Urbain	Z. Bergevin	2	3	12 "	32 00
Robinson and Railway Station	E. Lockett	¼	12	12 "	73 00
Rock Forest and Railway Station	J. Simpson, jun.	½	6	12 "	40 56
Rock Forest and Suffield	E. E. Bean	3	3	12 "	76 00
Rosemere and Railway Station	A. Labelle	200 yds.	12	12 "	25 00
Roxton East and Roxton Falls	E. Dalpé	5	2	12 "	60 00
Roxton Falls and Acton Railway Station	F. Préfontaine	6	6	9 " (to Mar. 31, '02)	129 09
do do	V. Lefebvre	6	6	3 " from "	43 06
Roxton Falls and Railway Station	J. Massé	½	12	12 "	40 00
Roxton Pond and Granby Railway Station	E. Lussier	7	6	12 "	175 00
Russelltown and St. Chrysostome	W. J. Costello	3	6	12 "	80 00
St. Adele and Railway Station	A. Maille	1½	12	12 "	115 48
Ste. Agathe des Monts and Railway Station	N. Meunier	¾	12	11 " & 15 dys.(to June 15, '02)	99 20
do do	do	¾	18	15 dys.(from June 16, '02.)	6 18
Ste. Agathe des Monts and Ste. Lucie de Doncaster	N. Bélanger	9	3	12 months	148 00
St. Agricole and St. Faustin	I. de Mantelt	15	ftnly.	12 "	50 00
St. Aimé and Railway Station	P. Menard	9 acres.	12	12 "	55 00
St. Aimé and St. David	M. Joinville	6	6	4 " to (Oct. 31, '01	58 00
St. Alexandre and Railway Station	L. Pouliot	1	12	12 "	100 00
St. Alexis des Monts and St. Paulin	L. P. Plante	10	6	12 "	223 00
Ste. Angèle de Monnoir and Railway Station	E. Parent	12 acres.	12	8 " (to Feb. 28, '02	26 66
do do	J. E. Boulais	12 acres.	12	1 " from "	20 00
St. Anicet and White's Station	A. Laparé	10	6	12 "	240 00
Ste. Anne de Bellevue and Railway Station	A. St. Denis	1	18	12 "	93 90
Ste. Anne des Plaines and Railway Station	D. Gaudette	6 acres.	12	12 "	32 00
Ste. Anne de Sorel and Sorel	N. Latraverse	3	6	12 "	70 00
Ste. Barbe and St. Stanislaus de Kotska	A. Raymond	4½	6	12 "	120 00
St. Barnabé and Railway Station	F. Galipeau	13 acres.	12	12 "	30 00
St. Barnabé and St. Elie	L. Guilemette	9	6	3 " (to Sept. 30, '01	41 25
do do	A. Grenier	9	6	9 " from "	142 50
St. Barnabé and Yamachiche	I. Pelletier	12	6	12 "	210 00
St. Barthélemi and Railway Station	T. Julien	½	12	12 "	85 00
St. Barthélemi and St. Edmond	H. Valois	10½	2	12 "	95 00
St. Barthélemi Station and Railway Station	M. Lemarbre	10 acres.	12	12 "	15 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Bazile le Grand and Railway Station	E. Lalumière	1/4	7	12 months	50 00
St. Bonaventure and St. Guillaume	I. Tessier	7 1/2	6	12 "	124 00
Ste. Brigide and Railway Station	M. Choquette	2	6	12 "	110 00
St. Bruno and Ste. Julie de Vercheres	A. Hébert	6	7	12 "	175 00
Ste. Cecile de Whitton and Railway Station	J. Belleau	3/4	12	12 "	60 00
St. Césaire and Railway Station	N. Robidoux	3/4	12	12 "	40 00
St. Charles and St. Hilaire Station	J. Dupont	10	12	6 " (to Dec. 31, '01)	228 00
do do	H. Audette	10	12	4 " (to Apl. 30, '02)	294 00
St. Charles, St. Hilaire Station and St. Denis	do	16	12&6	2 " from May 1, '02	100 00
St. Charles and St. Marc	H. Desjourdins	1 1/4	12	12 "	90 00
St. Cléophas and Railway Station	A. Martineau	1/4	12	12 "	68 00
St. Clet and Railway Station	M. Besner	1/4	12	12 "	30 00
St. Clet and St. Marthe	A. Rouleau	6 1/2	6	12 "	180 00
St. Columbin and St. Scholastique	M. Phelan	14	6	12 "	405 00
St. Come and Ste. Emelie de l'Energie	G. Grignon	9	6	12 "	209 00
St. Constant and Railway Station	N. Longtin	1/4	18	6 " (to Dec. 31, '01)	22 00
do do	O. Robert	1/4	18	6 " from "	19 50
St. Cuthbert and Railway Station	A. Lessard	3	6	12 "	100 00
St. Cuthbert Station and Railway Station	J. Marchand	5 acres.	12	12 "	20 00
St. Cyrille de Wendover and Railway Station	C. Lavoie	3 acres.	12	12 "	60 00
St. Cyrille de Wendover and St. Joachim de Courval	D. Martel	7 1/2	3	11 " from Aug. 1, '01	100 83
St. Damase and Railway Station	M. Choiniére		12	8 " from Nov. 1, '01	26 66
St. Damase and St. Hyacinthe	P. Blanchard	7 1/2	6	4 " (to Oct. 31, '01)	106 00
St. Damien de Brandon and St. Gabriel de Brandon	A. Denommé	6	6	12 "	147 00
St. David and St. Pie de Guire	Z. Labonté	8	6	12 "	149 96
St. David and Yamaska East	M. Joinville	6	6	5 " (to Mar. 31, '02)	72 50
do do	B. Beaulac	6	6	3 " from "	43 50
St. Didace and St. Gabriel de Brandon	V. Vaillant	6	6	7 " (to Jan. 31, '02)	58 33
do do	L. Jacques	6	6	5 " from "	41 45
St. Dominique and St. Hyacinthe	R. Paradis	5 3/4	6	12 "	275 00
St. Donat de Montcalm and Ste. Lucie de Doncaster	J. Mousseau	15	2	2 " (to Aug. 31, '01)	16 66
do do	J. B. Brisson	15	2	10 " from "	112 50
St. Edouard and St. Michel de Napierville	E. Hamelin	4 1/2	6	6 " (to Dec. 31, '01)	47 50
do do	V. Poissant	4 1/2	6	6 " from "	62 00
St. Elzear de Laval and St. Martin's Junction	M. Gobeil	2	12	12 "	50 00
St. Emélie de l'Energie and St. Jean de Matha	J. Durand	12 1/4	6	12 "	249 00
St. Emélie de l'Energie and St. Zenon	E. Lefrançois	21	3	12 "	249 00
St. Emélie Junction and Railway Station	A. Robillard	3/4	6	12 "	35 00
St. Emile de Montcalm and St. Theodore	L. Siguière	8 1/4	2	12 "	110 00
St. Eugéne de Grantham and Railway Station	H. Chamberland	3 1/2	12	1 " (to July 31, '01)	8 33
do do	D. Belleville	3 1/2	12	11 " from "	188 76
St. Eugéne de Grantham and St. Guillaume Station	H. Chamberland	8	12	1 " (to July 31, '01)	26 66
do do	do	8	6	11 " from "	183 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Eustache and Railway Station..	G. Lauzon ..	6 acres.	12	12 months..... ...	48 00
St. Eustache and St. Joseph.....	J. B. Laurin ...	11	6	12 "	300 00
St. Faustin and Railway Station...	A. Perreault . .	30 acres.	6	12 "	70 00
St. Faustin Station and Railway Station	L. G. Dusablon.	4 acres	6	12 "	25 00
St. Felix de Valois and Railway Station	G. Gravel	¾	12	12 "	100 00
St. Felix de Valois and St. Jean de Matha.....	M. Houle.	8	6	12 "	149 00
St. François Xavier de Brompton and Windsor Mills.....	J. Labbé.	4	6	12 "	150 00
St. François de Sales and Railway Station.....	B. Lachappelle .	½	12	12 "	75 00
St. Gabriel de Brandon and Railway Station	T. Michaud.....	½	24	12 "	180 00
St. Genevieve and Saraguayville...	W. Desjardins..	3	3	12 "	50 00
St. Germain de Grantham and Railway Station	P. Houle.....	1	12	12 "	72 00
St. Guillaume and Railway Station.	H. Chamberland	½	12	11 " (from Aug. 1, '01	91 66
Ste. Hélène de Bagot and Railway Station	L. Dery..... ...	9 acres.	12	12 "	30 00
St. Henri de Montreal and Railway Station.....	J. B. Breault...	380 yds.	36	12 "	200 00
St. Hermas and Railway Station...	J. Paradis.. ...	4	6	12 "	45 00
St. Herménégilde and Villette....	U. Dupuis.....	3	2	12 "	60 00
St. Hilaire Station and Railway Station.....	F. Martin.....	100 yds.	42	12 "	116 64
St. Hilaire Station and St. Jean Baptiste de Rouville	A. Bernard.....	5	12	12 "	225 00
St. Hippolyte de Kilkenny and Shawbridge	B. Gohier	5¾	3w&6s	4 " and 16 dys. (to Nov. 16, '01)..	100 00
do do ..	A. Nadon ...	5¾	6s&3w	7 " and 18 dys. (from Nov. 17, '01)..	67 85
St. Hubert and Railway Station....	F. Robert ...	½	7	12 "	65 00
St. Hugues and Railway Station...	A. Houle. ...	½	12	11 " (from Aug. 1, '01)	71 50
St. Hugues and St. Hyacinthe.....	P. Richard	14	6	1 " (to July 31, '01) .	50 00
St. Hugues and St. Marcel	L. Cloutier.....	7	6	1 " (to July 31, '01) .	16 66
St. Hyacinthe and Ry. Stn. (D.C.)	M. Cordeau. ...	½	12	12 "	49 00
do do (C. P.)	do	1¼	12	11 " (from Aug. 1, '01)	91 66
do do (G. T.)	U. H. Robert...	½	12	12 " " " .	70 83
do do (U.C.)	A. Cadorette ...	½	12	6 " and 5 days (to Jan. 5, '02)...	41 11
do do do .	do ...	½	18	5 " and 26 dys. (from Jan. 6, '02)...	58 33
St. Hyacinthe and Street Letter Boxes	M. Cordeau....	4½	12	12 "	206 00
St. Isidore and Railway Station. ..	J. A. Faille. ...	¾	18	7 " (to Jan. 31, '02)..	63 00
do do	A. Dubuc.....	¾	18	5 " from " ..	45 00
St. Isidore Junction and Railway Station. ..	F. Baillargeon..	100 feet.	12	12 "	28 00
St. Jacques le Mineur and St. Philippe... ...	E. Boutin	5	6	12 "	170 00
St. Janvier and Railway Station...	J. Desroches ...	18 acres.	12	12 "	50 00
St. Jerome and Railway Station...	E. Marchand....	⅓	24	12 "	100 00
St. Joachim de Shefford and Warden	J. Bachaud.....	7	6	12 "	195 00
St. Johns and St. Luc.	M. Marsan.....	6	6	12 "	160 00
St. Johns and Railway Stations (C. V. & C. P.)	W. Moore.....	⅓	31	12 "	233 48
St. Johns and Sabrevois..... ..	A. M. White....	8⅓	6	1 " (to July 31, '01).	20 83
St. Joseph de Sorel and Sorel	F. Peloquin.....	1¼	6	12 "	50 00
St. Jovite and Railway Station .	J. Brown. ..	20 acres.	6	3 " (to Sept. 30, '01).	15 00
do do ...	A. Constantineau	"	6	9 " (from Oct. 1, '01).	45 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Jovite Station and Railway Stn.	J. Longpré.....	83 yds.	6	12 months.....	20 00
St. Jude and Railway Station	W. Wilson	5 acres.	12	12 "	30 00
St. Justine and Railway Station...	J. Sauvé.....	3	6	12 "	78 25
St. Lambert and Railway Station..	D. O. Davies ...	½	12	12 "	36 00
St. Lazare and Railway Station....	J. Besner.....	2	6	12 "	43 00
St. Louis de Bonsecours and Railway Station.....	A. St. Martin...	9 acres.	12	12 "	40 00
St. Louis de Gonzague and Railway Station.....	X. Daigneault..	4	12	12 "	270 00
St. Louis Station and Railway Stn.	W Marchand...	110 yds.	12	12 "	20 00
St. Madeline and Railway Station..	I. D. Rainville..	⅛	18	12 "	90 00
St. Malo and Railway Station	C. Breault.....	¼	6	12 "	120 00
St. Marcel and Railway Station....	S. Dumaine.....	4	6	11 " (from Aug. 1, '01)	109 08
St. Marguerite and Railway Station.	J. B. J. Prefontaine.....	150 feet.	12	3 " (from Apl. 1, '02)	3 00
St. Martin Junction and Railway Station	A. Desormeaux..	157 yds.	12	12 "	24 00
St. Martine and Railway Station ..	P. Caron.....	20 acres.	18	4 " (to Oct. 31, '01)..	25 00
do do	N. Dubuc	20 acres.	18	8 " (from Nov. 1, '01)	43 33
St. Mathias and Village Richelieu.	J. B. Adam	3½	6	12 "	125 00
St. Michel de Rougemont and Railway Station.....	A. P. Fontaine .	7/10	12	12 "	65 00
St. Michel des Saints and St. Zénon.	G. Rivière, sr...	12	3	12 "	149 00
St. Michel Station and Railway Station.	E. Isabelle.....	200 feet.	6	12 "	30 00
St. Monique and St. Augustine Railway Station.....	G. Vermette....	2	6	12 "	49 00
St. Nazaire and Railway Station...	H. Lapierre....	3½	6	6 " (to Dec. 31, '01).	50 00
do do	O. Vertefeuille..	9	6	6 " from " ..	50 00
St. Norbert and St. Cuthbert Railway Station.....	Mrs. S. Carpentier.....	9	6	12 "	292 00
St. Ours and St. Roch Railway Stn.	A. Giard	2½	12	12 "	75 00
St. Ours Lock and St. Ours.....	A. Proulx	1⅝	6	12 "	75 00
St. Paul and Railway Station.... .	E. Latour	1	18	12 "	120 00
St. Paul and Verdun.....	Mrs. J. E. Fyfe.	1	6	12 "	60 00
St. Philippe d'Argenteuil and Railway Station	M. Leclaire.....	1	6	12 "	20 00
St. Philippe de Laprairie and Railway Station	F. C. Larose....	6 acres.	12	12 "	72 00
St. Philippe Railway Station and Stonefield	R. Chambers ...	9	6	12 "	280 00
St. Philomène and Railway Station.	F. Labrie..... ..	2½	6	12 "	85 00
St. Pie and Railway Station.....	J. Laperle.....	¼	12	12 "	36 00
St. Placide and St. Scholastique...	J. Ladouceur dit Lamadeleine .	11½	6	12 "	225 00
St. Polycarpe and Railway Station.	F. Chalotte.....	⅓	12	6 " (to Dec. 31, '01).	35 00
do do	do	½	24	6 " from " .	35 00
St. Polycarpe and St. Telesphore ..	J. Montpetit....	5	6	12 "	149 00
St. Polycarpe Junction and Railway Station	F. Brouillard....	100 yds.	12	12 "	15 00
St. Robert and Railway Station....	H. Dupré.....	5 acres.	12	11 "	30 00
St. Romain and St. Sebastien Railway Station....	O. Lacombe	8	6	4 " (to Oct. 31, '01).	56 50
do do ..	V. Boulanger..	8	6	8 " from " ..	106 66
St. Rosalie and Railway Station....	D.D.Vertefeuille	¾	12	11 " (from Aug. 1, '01)	59 58
St. Rose and Railway Station.....	J. Robert.....	½	12 & 6	3 " (to Sept. 30, '01).	12 25
do do ..	do	⅝	18 & 12	9 " from " .	36 75
St. Sauveur and Railway Station ..	J. Charbonneau.	½	12	6 " (to Dec. 31, '01).	18 50
do do ..	P. Leblanc	⅓	12	3 " (to Mar. 31, '02).	15 00
do do ..	E. Aubry... ..	¼	12	3 " (to June 30, '02).	9
St. Scholastique and Railway Stn..	F. Brisbois	18 acres.	24	12 "	

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Sebastien and Stanbridge Stn..	E. Dupont.....	6½	12	11 mos. (from Aug. 1, '01)	401 68
St. Sebastien and Venice.....	Thos. Hunter...	3½	2	12 "	50 00
St. Simon and Railway Station ...	J. A. Beauchamp	30 acres.	12	12 "	123 75
St. Stanislas de Kostka and Railway Station	A. Raymond....	4	12& 2	7 " and 23 days to Feb. 23, '02..	52 00
do do ..	do ...	4	12	4 " & 15 dys from do.	14 00
St. Théodosie and Verchéres. .. .	W. Chagnon....	6	6	12 "	160 00
St. Thérèse and Railway Station...	J. Forget.....	⅝	29	2 " (to Aug. 31, '01).	16 10
do do ...	J. Desjardins...	⅝	29	10 " (from Sept. 1, '01)	104 16
St. Thomas de Joliette and Railway Station	H. Coutu.. . .	10 acres.	12	12 "	93 88
St. Thimothé and Railway Station.	C. Lebeuf, jr...	¼	12	12 "	89 00
St. Urbain and Railway Station....	Z. Bergevin.....	4	6	9 " (from Oct. 1, '01)	79 33
St. Victoire and Sorel.....	A. Paulhus.....	9	6	12 "	270 00
St. Vincent de Paul and Railway Station.....	C. Hogue...	20 acres.	18	12 "	128 45
St. Zotique and Railway Station...	A. Leger	2	12	12 "	100 00
Sabrevois and Railway Station.....	A. M. White ...	5 acres.	12	11 " (from Aug. 1, '01)	45 83
Savages Mills and Railway Station.	E. H. Tamlin...	⅝	6	12 "	70 00
Sawyerville and Railway Station .	H. H. Hunt....	⅝	12	12 "	50 00
Scotch Weedon and Weedon Station	D. T. McDonald	5½	2	12 "	52 00
Scotstown and Railway Station...	R. B. Scott.....	¼	12	12 "	40 00
Shawbridge and Railway Station ..	D. Shaw.....	⅜	12	12 "	95 00
Shawenegan and Three Rivers....	J. Montague....	21	6	12 "	275 00
Shawenegan Falls and Railway Station	J. W. Anbin....	½	12	12 "	100 00
Sherbrooke and Railway Station...	D. W. Armstrong	.....	37	12 "	310 00
Sherbrooke, Street Letter Boxes and Sherbrooke East.....	D. W. Armstrong	.....	.....	12 "	384 83
Sherbrooke and Stoke Centre.....	J. Malenfant....	9½	3	12 "	156 00
Sherrington and Railway Station..	F. Gélineault...	2½	12	12 "	120 00
Sixteen Island Lake and Railway Station	M. J. Rodger...	2 acres.	6	12 "	9 57
Slatington and Windsor North. ..	S. H. Thibault.	5	3	4 " (to Feb. 28, '02)..	8 33
Smith's Mills and Railway Station.	C. A. Jenkins .	7 acres.	12	12 "	53 34
Sorel and Railway Station (M. S. and M.C.)	A. Thibeaudeau.	½	18& 12	1 " (to July 31, '01).	16 67
Sorel and Railway Station (M.C.).	A. Thibeaudeau.	½	12	11 " (from Aug. 1, '01)	91 66
Sorel and Railway Station (M.S.).	A. Thibeaudeau.	½	18& 30	11 " from " .	136 07
South Bolton, Mansonville Railway Station and Eastern Junction ..	L. C. Greene ...	22½	6	12 "	545 00
South Roxton and Railway Station.	A. D. Savage...	75 yards	12	12 "	20 00
South Stukely and Railway Station.	W. R. Johnston.	½	6	12 "	60 00
Spring Hill and Railway Station...	M. A. McLean.	250 yds.	12	12 "	40 00
Spring Hill and Stornaway... ..	J. A. McDonald.	9	6	12 "	320 66
Stanstead and Railway Station ...	H. A. Channell.	½	24	12 "	50 00
Stanstead Junction and Railway Station.....	C. H. Gordon...	60 yds.	24	12 "	48 00
Staynerville and Railway Station..	H. Paquin.....	30 yds.	12	12 "	12 25
Stornoway ond Tolsta	A. McDonald...	4	2	12 "	43 00
Sutton and Railway Station. . ..	D. S. Bickford..	1/10	12	12 "	45 00
Sutton Junction and Railway Station	A. W. Westover.	30 yds.	12	12 "	45 00
Sweetsburg and Railway Station...	Mrs. G. T. Bachelder.....	¾	12	3 " (to Sept. 30, '01).	8 75
do do ...	John Powers....	¾	12	9 " (from Oct. 1, '01).	56 25
Terrebonne and Railway Station...	O. Lebeau.....	¾	24	12 "	133 32
Titus Station and Railway Station.	T. D. Ward . ..	⅝	12	12 "	50 00
Three Rivers and Railway Station.	E. Lamothe.....	¾	43& 49	12 "	259 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mhil Transportation in Montreal Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Three Rivers and Street Letter Boxes	A. Gelinas	3¼	18	12 months	90 00
Valcourt and Railway Station	J. Dupaul	1¼	12	12 "	98 00
Valcourt and West Ely	G. Robichaud	7	3	12 "	100 00
Valleyfield and Railway Station (C.A.)	E. Rapin	¾	24	12 "	39 00
Valleyfied and Railway Station (N.Y.C.)	M. Laniel	14 acres.	24	12 "	99 62
Valleyfield and Street Letter Boxes.	Mrs. D. Petre	½	6	12 "	36 00
Valois and Railway Station	P. G. Valois	3 acres.	12	12 "	60 00
Varennes and Railway Station	A. Malo	5 acres.	18	12 "	74 00
Vaucluse and Railway Station	M. Turcotte	12 acres.	6	12 "	75 00
Vaudreuil and Railway Station	E. Gauthier	1¼	12	12 "	70 00
Verchères and Railway Station	H. Larose	12 acres.	18	12 "	72 00
Versailles and Railway Station	N. Choquette	12 acres.	12	12 "	62 60
Village Richelieu and Railway Station	Z. Bessette	¼	18	12 "	67 50
Warden and Railway Station	L. E. Richardson	46 rods.	12	12 "	100 00
Waterloo and Railway Station (C. P. & C. V.)	F. Simard	⅔	24	12 "	100 00
West Brome and Railway Station	C. E. Pettes	¾	12	12 "	70 35
West Sheffield and Railway Station.	J. Harris	¼	12	12 "	50 00
White's Station and Railway Station	Wm. Watson	100 feet.	6	12 "	25 00
Wickham West and Ry. Station	F. Cormier	5 acres.	12	12 "	45 00
Yamachiche and Railway Station	P. Pellerin	⅛	12	12 "	55 00
Yamaska and Railway Station	A. B. Robidoux	6 acres.	12	8 " (from Nov. 1, '01)	33 33
Yamaska East and Railway Station.	A. Lasalle	1 acre.	12	8 " (from Nov. 1, '01)	20 00
				Total	80,074 78

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Acadie and Acadie Siding	F. Daigle	7	2	12 months	70 00
Acadie and Village St. Jean	G. Goguen	17½	1	12 "	14 50
Acadie Siding and Railway Station	A. Rushton	¼	12	12 "	30 00
Adamsville and Railway Station	P. Arsenault	1⅞	6	12 "	29 00
Albert and Brookton	U. Fullerton	5	1	12 "	30 00
Albert and Elgin	S. Garland	26	1	12 "	145 00
Albert and Point Wolfe	J. A. Tingley	20	6	12 "	485 00
Albert Mines and Railway Station	E. Woodworth	½	12	12 "	40 00
Aldouane and Richibucto	T. Richard	8	2	12 "	55 00
Alexander's Point and Lameque	C. Chiasson	3½	3	10 " (to April 30, '02).	50 83
Alexander's Point and Miscou Light House	A. W. Ward	27	3	10 " "	250 00
Alexander's Point and Shippegan	R. A. Duguay	3½	3	10 " "	65 00
Alexandrina and Notre Dame	J. Guegnen	4	1	12 "	17 74
Alison and Moncton	J. Steeves	6½	1	12 "	27 33
Allandale and Poquiock	D. Connelly	6	1	12 "	20 00
Alma and Hastings	W. Kennie	4	1	12 "	26 00
Anagance and Corn Hill	E. Dunfield	6	2	12 "	54 00
Anagance and Elgin	E. A. Robinson	18	2	12 "	90 00
Anagance Ridge and Knightsville	T. Elliott	4	1	12 "	20 00
Anderson and Midgic Station	W. W. Hicks	11 & 16½	2	12 "	123 76
Andover and Carlingford	J. Sloat	4	2	12 "	54 86
Andover and Hillandale	A. W. Sisson	4	2	12 "	40 00
Andover and Railway Station	J. A. Perley	1	12	12 "	50 00
Annidale, Highfield and Fenwick	G. L. Hatheway	4 & 9	3 & 2	6 " (to Dec. 31, '01).	47 25
do do do	W. Hatheway	4 & 9	3 & 2	3 " (to Mar. 31, '02).	33 30
Annidale, Highfield and Sheba	J. P. Leonard	4 & 15	3 & 2	3 " from "	42 50
Annidale and Railway Station	J. Leonard	¼	3	12 "	20 00
Apohaqui and Erb Settlement	J. Miles	4 & 9	1	12 "	48 00
Apohaqui, Millstream and Collina	G. H. Secord	6 & 11	6 & 3	12 "	260 00
Apohaqui and Railway Station	do	100 yds.	18	12 "	62 60
Armstrong and Waterford	O. Sear	8	1	12 "	50 00
Armstrong's Brook, Jacquet River and Railway Station	T. B. Ultican	¼ & 24¼	6 & 12	12 "	125 00
Armstrong's Corner and Round Hill	F. A. Woods	21½	2	10 " (to April 30, '02).	133 34
Aroostook Junction, Four Falls and Railway Station	D. Murchison	¼ & 2	12 & 6	12 "	123 00
Avery's Portage and Railway Station	F. McCoombs	1	6	12 "	30 00
Avondale and Charleston	J. Crandlemire	10	2	2 " (to Aug. 31, '01).	10 67
Avonmore and Railway Station	W. H. Harmer	206 feet	3	12 "	28 75
Back Bay and St. George	A. Dewar	11 & 8	3	12 "	150 00
Baie Verte and Jolicure	A. A. Copp	8	2	12 "	123 74
Baie Verte and Railway Station	H. Prescott	½	12	12 "	30 00
Baillie and Meredith	J. W. Mann	4	2	12 "	32 00
Bairdsville and Beaconsfield	S. Scott	11	1	12 "	47 66
Bairdsville and River du Chute	B. H. Baird	3	3	12 "	52 00
Barnaby River and Railway Station	T. Dalton	1/16	12	12 "	35 00
Barnaby River and Semiwagan Ridge	M. Meagher	4	1	12 "	40 00
Bartholomew and Blackville	S. McCarthy	4	1	12 "	20 00
Bartibog and Chatham	J. Doyle	12	1	12 "	85 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bartlett's Mills and Railway Station	J. Bartlett	¼	6	12 months	90 00
Basswood Ridge and St. Stephen	Keys Bros	10 & 25	1	12 "	119 00
Bath and Kilfoil	J. O'Donnell	3½	3	12 "	85 00
Bath and Railway Station	T. Bohan	½	12	12 "	100 00
Bathurst and Railway Station	J. A. Payne	2	24	12 "	225 54
Bathurst and Street Letter Boxes	J. J. Roy	1⅓	24 & 18	12 "	150 00
Bathurst Village and Fête à Gauche River (S)	A. Branch	10 & 8	1	12 "	44 75
Bathurst Village and Youhall	A. Anderson	5	3	12 "	50 00
Bay du Vin, Chatham and Loggieville	A. Hay	6 & 25	2 & 6	12 "	325 00
Bay du Vin and Point Escuminac	H. Allen	23	2	12 "	180 00
Bay du Vin Mills and Upper Bay du Vin	J. Flanagan	5	1	1 " (to July 31, '01)	2 17
do do do	W. McCaffrey	5	1	11 " from "	26 58
Bayfield and Railway Station	E. McClashing	1½	6	12 "	101 00
Bayside and Fitzpatrick	R. Taylor	5	1	12 "	23 00
Bayside and St. Andrews	C. Mears	7	2	12 "	95 00
Bayswater and Long's Cove	W. McRae	3	3	12 "	40 00
Beaufort and Glassville	B. Lovely	11	3	12 "	95 00
Beaumont and Rockland	C. Dupuis	2	6	11 " (from Aug. 1, '01)	41 25
Beaver Dam and Rusagornis	W. Haining	5	1	12 "	26 00
Beechwood and Mineral	J. R. Tupper	10	2	9 " (to Mar. 31, '02)	54 00
do do	E. E. Kearney	10	2	3 " from "	16 25
Beechwood and Railway Station	do	¼	12	9 " (to Mar. 31, '02)	21 00
do do do	A. J. Kearney	¼	12	3 " from "	6 92
Belledune, Belledune River and Railway Station	J. McCurdy	1 & 4	3 & 12	12 "	148 75
Bellefleur and Railway Station	A. De Villers	125 yds.	12	12 "	25 00
Belleisle Bay and Jones' Corner	H. Willigar	3	1	12 "	24 99
Belleisle Creek and Collina	W. H. Henderson	6	2	12 "	40 00
Belleisle Creek and Imlah	A. J. Gillies	2	1	12 "	17 00
Belleisle Creek and Marvin	H. C. Martin	3½	1	12 "	14 50
Belleisle Creek and Railway Station	H. E. Scovil	½	6	12 "	34 00
Belleisle Creek and Thomond	W. Henderson	4	1	4 " (to Oct. 31, '01)	5 34
do do	G. R. Smith	5	1	8 " from "	16 66
Bellenden and Railway Station	L. Ferris	3	1	6 " (to Dec. 31, '01)	6 95
do do do	L. D. Ferris	3	1	6 " from "	11 75
Belyea's Cove and Heustis Landing	G. N. Clark	3	2	9 " (to Mar. 31, '02)	24 00
do do do	M. H. Mott	3	1	3 " from "	5 00
Ben Lomond and St. Martin's	F. M. Anderson	19	1	12 "	97 00
Benton and Railway Station	G. Murray, jr.	50 yds.	12	3 " (to Sept. 30, '01)	5 00
do do	E. M. Laverty	50 yds.	12	9 " from "	15 00
Benton and Speerville	C. Day	5	2	12 "	56 00
Bertram and Theriault	A. Theriault	4	2	12 "	25 00
Big Cove and Narrows	J. W. Glendining	8	3	12 "	64 64
Biggar Ridge and Foreston	W. H. Staten	4	1	12 "	23 00
Blacklands, River Charlo and Railway Station	Jas. Cook	3 & 1	3 & 12	12 "	97 00
Black Point and Railway Station	S. Laughlan	1	6	12 "	40 00
Black's Harbour, Pennfield Ridge and Railway Station	H. J. Eldridge	11½ & 2	3 & 6	12 "	248 02
Blackville and Coughlan	D. A. Coughlan	4	1	12 "	30 00
Blackville and Glen Porter	W. T. Underhill	13	1	12 "	94 00
Blackville, Railway Station and Underhill	W. Duncan	1 & 2	12 & 8	12 "	70 00
Blair Athol, Dundee and Eel River Crossing	G. Wright	5 & 17	3	12 "	143 00
Blakely and Enniskillen Station	J. Blakely	3	2	12 "	45 00
Bloomfield and Lakeville	J. A. Carpenter	5	3	10 " (from Sept. 1, '01)	82 50
Bloomfield and Railway Station	A. R. Wetmore	¾	12	12 "	56 00
Bloomfield and Quarantine Line	J. A. Carpenter			Special trips	27 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Bloomfield Station and Central Norton	A. R. Wetmore	4½	3	12 months	67 90
Bocabec and St. Andrews	F. E. Foster	9	3	12 "	139 00
Boiestown and Hayesville	C. W. Green	18	2	12 "	96 00
Boiestown and Parker's Ridge	A. McLellan	5	2	12 "	50 00
Boiestown and Railway Station	M. Campbell	1/16	12	12 "	20 00
Bon Accord and Kincardine	D. Niddrie	5	3	12 "	82 51
Bonny River Station, Elmcroft and Railway Station	J. P. Sullivan	¼ & 6	12 & 1	12 "	100 00
Boudreau Village and St. Joseph	F. D. Leblanc	9	2	12 "	84 00
Boundary Creek, Railway Station and Steeve's Mountain	T. C. Weldon	½ & 3¾	12 & 1	12 "	80 00
Bourgeois and Grandigne	J. P. Arseneau	4	1	12 "	28 00
Bristol and Glassville	R. Scott	9	6	12 "	200 00
Bristol and Railway Station	G. L. Davis	½	12	12 "	75 00
Brockway, Flume Ridge and Harvey Station	T. A. Speedy	18 & 24	2 & 1	6 " (to Dec. 31, '01)	64 00
Brockway and Flume Ridge	T. Noonan	6	1	6 " from "	15 00
Brockway and Harvey Station	T. A. Speedy	22	3	6 " from "	130 00
Brooklyn Road and Midgic Station	H. L. Richardson	3	3	12 "	45 00
Brookville Station and Railway Station	J. B. McMann	½	12	12 "	50 00
Brownsville, Railway Siding and West Scotch Settlement	C. J. King	1½ & 7½	3	12 "	100 00
Buctouche, Coates Mills and McLaughlin Road	W. Nowlan	15 & 5	2 & 3	12 "	223 40
Buctouche and Railway Station	F. J. Cormier	¼	12	6 " (from Jan. 1, '02)	25 00
Buctouche and Richibucto	A. T. Leblanc	18	3	12 "	179 00
Buctouche and St. Edouard	L. Sawyer	6½	1	12 "	35 00
Buctouche and St. Jean Baptiste	M. McLaughlin	1½	6	12 "	65 00
Buctouche and St. Maurice	A. M. Arseneau	4	1	12 "	30 00
Buctouche and Shediac	John Smith	24 & 26	6	12 "	345 00
Bull Moose Hill and Springfield	W. E. Benson	5	1	3 " (to Sept. 30, '01)	7 00
do do	J. H. Pickle	5	1	9 " from "	22 50
Burnt Church and Church Point	J. R. Davidson	4	6	12 "	92 00
Burtt's Corners, Dorn Ridge and Railway Station	E. Burtt	¼ & 5	2 & 12	12 "	61 00
Butternut Ridge and Carsonville	W. A. Price	15	1	12 "	68 00
Butternut Ridge, Hicksville and Railway Station	W. H. Freeze	¼ & 4	6 & 2	12 "	78 33
Butternut Ridge, New Canaan and Forks	S. Perry	12 & 1	2 & 1	4 " (to Oct. 31, '01)	24 00
do do	B. F. Coates	12 & 3	2 & 1	8 " from "	42 67
Butternut Ridge and Thorne Brook	S. Perry	5	2	12 "	50 00
Caledonia and Turtle Creek	C. Steeves	18	2	12 "	97 00
Calhoun and Railway Station	T. B. Calhoun	½	12	12 "	25 00
California and Four Falls	D. Murchison	7½	2	12 "	48 00
Cambridge and Codys	T. P. Hethering-ton	8	6	6 " (to Dec. 31, '01)	112 50
do do	I. A. Worden	8	6	3 " (to Mar. 31, '02)	56 25
do do	J. F. Roberts	8	6	3 " from "	77 50
Cambridge and Lake View	R. Black	3	3	12 "	56 00
Cambridge and White's Point	C. B. Springer	2	3	9 " (to Mar. 31, '02)	46 50
do do	T. E. Kelly	2	3	3 " from "	13 65
Cameron's Mills and St. Louis de Kent	H. Landry	10	2	12 "	50 00
Campbell's Settlement and Lower Southampton	L. Stairs	8½	2	12 "	75 00
Campbellton and Railway Station	G. Cumming	1	30	12 "	197 00
Campbellton and Seven Mile Ridge	do	7	1	12 "	35 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Canaan Station and McLean.	E. Leblanc.	19	2	10 mos. (from Sept. 1,'01)	82 50
Canaan Station and Railway Station	J. L. Bernard.	½	12	12 "	20 00
Canaan Station and Richardville	H. D. Gandet.	7	1	2 " (from May 1, '02)	4 08
Canaan Station and Sweeneyville	E. H. Budd.	8 & 12	2	2 " (to Aug. 31, '01).	14 83
Canobie and Clifton	W. Glendinning.	3	1	12 "	20 20
Canterbury Station and Dow Settlement.	S. H. Dow.	5	2	2 " (from May 1, '02)	8 33
Canterbury Station and North Lake	G. O. McNelly.	22	2	12 "	236 49
Canterbury Station and Railway Station.	J. S. Law	⅛	12	12 "	52 50
Cape Bald and LeBlanc.	S. M. Richard.	5	2	12 "	50 00
Cape de Moselle Creek and Railway Station.	J. Wilson	⅛	12	12 "	25 00
Cape Spear and Railway Station	A. Seamon	5	2	10 " (to April 30, '02).	34 67
do do	do	5	3	2 " from "	10 40
Cape Tormentine and Railway Station	J. R. Barry.	¼	12	12 "	15 00
Caraquet and Lower Caraquet	J. R Chiasson.	5	6	12 "	80 00
Caraquet and St. Simon.	J. Lantaigne	9¼	1	12 "	30 61
Caraquet and Tracadie	E. Sewell.	22	6	12 "	310 00
Caron Brook and Lake Baker	B. Ouellette	6	1	12 "	36 00
Carroll's Crossing and Railway Station	A. O'Donnell.	20 yds.	12	12 "	16 00
Central Blissville and Fredericton Junction.	L. Mersereau.	4	2	3 " (to Sept. 30, '01).	12 25
do do	J. Shehan	4	2	9 " from "	36 00
Central Hampstead and Hibernia.	J. A. Gardiner.	3	2	12 "	28 09
Central Waterville and Temperance Vale	R. Murdock	3¾	2	12 "	37 50
Centreville and Charlston.	C. Wilkinson.	5½	3	10 " (from Sept. 1, '01)	78 83
Centreville and Good's Corner.	do	4 & 7	3	12 "	86 80
Centreville and Knoxford.	W. H. Lewis.	4 & 7	3	12 "	93 00
Centreville and Railway Station.	C. Wilkinson.	5	6	12 "	154 88
Centreville and Royalton	W. H. Lewis.	6	3	12 "	85 80
Chamber's Settlement and Foster's Croft	T. Morrisey	5	1	12 "	29 00
Chambord and Grand Falls	G. Poitras.	4 & 6	2	12 "	88 00
Chance Harbour and Lepreaux.	W. Boyne	15½	3	12 "	157 66
Charlo Station and Upper Charlo.	W. Craig.	2½	6	12 "	70 00
Chatham and Douglasfield.	T. King	5	1	12 "	25 00
Chatham, Laketon and Upper Bay du Vin.	R. McNaughton.	16 & 21	2 & 1	12 "	154 49
Chatham and Railway Station.	T. H. Fitzpatrick	1	30	12 "	210 00
Chatham and Tracadie	P. Archer	54½	6	12 "	925 00
Chelmsford and Railway Station.	G. Harper.	¼	12	12 "	50 00
Cherryfield and Moncton	D. R. McKinnon	4½	2	12 "	35 00
Chipman and Dufferin	D. Rae.	4	2	12 "	40 00
Chipman, Gaspereaux and Upper Gaspereaux.	A. Darrah	5 & 8	6 & 3	12 "	190 12
Chipman and Harley Road	E. A. Branscombe	8	2	12 "	75 00
Chipman and Kingscroft	J. Harrison.	6	2	12 "	52 00
Chipman and Newcastle Bridge.	C. S. Bailey.	18	2	12 "	180 00
Chipman and North Forks Salmon Creek	J. A. Currie	6½	2	12 "	45 00
Church Hill and River View.	E. Bayley.	2	2	12 "	40 00
Clair and Fort Kent (Me.)	M. Nadeau.	¾	12	12 "	50 00
Clarendon and Gaspereau Station.	R. S. Kelly.	6	2	12 "	48 00
Clarendon Station and Railway Station	G. S. Lacy.	½	6	12 "	40 00
Clear View and Railway Station.	S. Bishop.	3	6	12 "	127 50
Clifton and Grey's Mills	J. Rodgers.	15	3	12 "	139 00
Clifton and Rothesay	G. S. Pettingell.	5	6	12 "	134 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Clinch's Mills and Gooseberry Cove	R. Ferguson....	4	2 12	months....	65 00
Clinch's Mills and Little Musquash	G. Wayne	5	1 12	"	40 00
Clinch's Mills and Railway Crossing	F. S. Clinch....	½	12 12	"	26 00
Cloverdale and Cloverdale East....	R. H. Morgan..	4	2 4	" to Oct. 31, '01...	13 34
Cloverdale and Smith's Corner.....	C. H. Wallace..	2	2 4	" to "	15 00
Cloverdale East and Smith's Corner	R. H. Morgan..	6	3 8	" from "	50 00
Clover Hill and Sussex.... .	R. Cole.....	15½	2 12	"	138 00
Coal Branch Station and Railway Station	J. T. Swift.....	⅛	12 12	"	48 00
Coal Creek and Coal Mines	W. L. Durland.	4	2 12	"	26 00
Coal Creek and Railway Station..	M. E. Weaver..	1/16	12 12	"	10 00
Coal Creek and Upper Coal Creek.	M. E. Weaver..	4	1 12	"	25 00
Cocagne and Cocagne Cape. . ..	D. Gueguen....	4	1 12	"	25 00
Cocagne and Notre Dame.	E. Bilodeau. ...	6	3 12	"	90 00
Codys and Coles Island.	E. Starkey.. . .	6 & 11	6 12	"	159 50
Codys and Jenkins.	I. V. B. Helherington.	2	3 12	"	29 62
Cold Brook and Railway Station...	J. J. O'Neill....	⅛	12 12	"	30 00
Coldstream and Hartland	D. W. Brooks...	5	3 12	"	75 00
Coldstream and Knowlesville.....	F. N. Belyea. .	18&22	3 12	"	262 49
Coles Island and New Canaan.....	M. Starkey.....	23	1 12	"	100 00
College Bridge and Railway Stn..	D. F. Richard..	½	12 12	"	75 00
Collette and Rogersville.....	M. Gionet.. ..	4	1 12	"	20 00
Connell and Florenceville.....	W. A. Taylor...	4	3 12	"	59 70
Connor and Mouth of St. Francis..	E. Ouellet.....	3½	3 12	"	54 00
Cork Station and Railway Station	W. Murphy	⅛	6 12	"	16 00
Cormiers Cove, St Joseph and Railway Station	V. J. Landry...	1 & 2	12&2 12	"	92 00
Corn Hill and Petitcodiac..... .	W. W. Price....	11 & 7	1 9	" to Mch. 31, '02..	39 00
Coxes Point, Cumberland Bay and The Range	J. L. Barton ...	3, 5, 7½	2 & 3 9	" to Mch. 31, '02..	75 00
do do do ..	H. O. Branscombe.	3, 5, 7½	2 & 3 3	" from "	21 25
Cross Creek and Green Hill..	A. Waugh ...	4	2 12	"	70 00
Cumberland Bay and Railway Stn.	H. O. Branscombe.	¼	3 12	"	31 50
Cumberland Point, Railway Station and Rees....	D. Phillips.... .	1 & 6	3 12	"	67 40
Cummings Cove and Fairhaven ...	G. Wentworth..	3	3s 2w 12	"	30 00
Curryville and Railway Station..	J. A. Beaumont	⅛	12 12	"	45 00
Dalhousie and Point Lanim.....	J. Nolan	3	3 12	"	52 00
Dalhousie and Railway Station....	J. Duncan.....	¼	24 12	"	127 28
Dalhousie Junction and Railway Station.....	T. Robinson....	1/16	12 12	"	50 00
Damascus and Smithtown.	W. B. Smith....	3	1 12	"	26 00
Dawson Setlement and Hillsborough	I. S. Jonah. ..	8	2 12	"	75 00
Debec and Monument Settlement..	J. Alexander...	21& 14	3 12	"	210 00
Debec and Railway Station	A. Harron.....	¼	12 12	"	29 49
Derby and Railway Station..	M. Parker.....	¼	12 12	"	60 00
Doaktown and Railway Station...	I. H. Swim.....	1/16	12 12	"	24 00
Dobson's Corner and Petitcodiac...	C. F. Cochrane.	15	2 12	"	124 00
Donegal, Waterford and Sussex....	C. Crothers. ...	8 & 12	1 & 3 12	"	204 22
Dorchester and Fairview.....	S. T. Blenis....	3½	1 12	"	19 00
Dorchester and Middleton.....	D. W. Tingley..	2	6 12	"	65 00
Dorchester and Railway Station...	S. W. Tingley.	½	36 12	"	350 00
Dorchester and Rockport.....	A. G. Read. ...	12	2 & 3 1	" to July 31, '01 ..	21 00
do do	R. Ward.. ...	12	2 & 3 11	" from "	146 66
Dorchester and Woodhurst..... ..	B. Card..	5	1 12	"	25 00
Dorchester Crossing, Railway Station and Scadouc.....	P. S. Pullerain..	¼ 2½	2 12	"	55 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Douglas and Railway Station	E. Currie	1/16	3	12 months	30 00
Douglastown and Newcastle	J. Troy	5	6	12 "	170 00
Dover and Moncton	T. Steeves	15	3	12 "	125 00
Downeyville and Hatfield's Point	W. Kellier	7	2	12 "	55 00
Downeyville and Tooleton	W. L. Pickett	12	2	12 "	79 00
Doyles Brook and Railway Stn	J. Gratton	4	3	12 "	70 00
Doyles Settlement, Lorne and River Louison	T. Hayes	3-7	1-2	12 "	54 00
Dumbarton Station and Railway Station	W. Saunders	5/16	6	12 "	40 00
Dungiven and Memramcook	E. W. Toole	4	1	12 "	25 00
Durham Bridge and Railway Stn	R. Abernethy	1/2	12	12 "	35 00
Durham Centre and Jacquet River	W. M. Furlotte	1/4	12	12 "	62 90
East New Bridge and Woodstock	E. Hartin	7 1/2	2	12 "	88 00
East Waterville and Temperance Vale	H. Fox	2 1/2	2	12 "	30 00
Edmundston and Railway Stn	A. Babin	1/2	12	12 "	95 00
Edmundston and Upper Madawaska (M.)	D. Srois	3	6	12 "	24 00
Eel River Crossing and Railway Station	D. Cook	1/16	12	12 "	50 00
Elgin and Fir Grove	T. Carty	4	1	12 "	30 00
Elgin and Flint Hill	J. C. Geldart	17-12	2	12 "	125 00
Elgin and Pleasant Mount	C. Henderson	5	1	12 "	35 00
Elgin and Railway Station	J. Garland	1/2	6	12 "	29 25
Elgin and River View	A. Geldart	3	1	12 "	24 00
Ellenstown and Millerton	J. Tweedie	4 1/2	2	12 "	30 00
Elmsville and Railway Station	J. H. Dyer	1/16	12	12 "	60 00
Elm Tree and Railway Siding	N. H. Roy	1	12	12 "	10 00
Emerson and Fords Mills	J. McG. Powell	8	2	12 "	79 50
Ennishore and Grand Falls	C. O. Regan	3 1/2	1	12 "	30 00
Enniskillen Station and Railway Station	B. McAloon	1/4	6	12 "	28 00
Exmore and Red Bank	F. Murphy	3	1	12 "	30 00
Fairville and Railway Station	C. F. Tilton	1/8	18	12 "	97 91
Fenwick and Sheba	E. Robinson	6 1/2	2	9 "	to Mch. 31, '02 30 00
Ferguson's Point and Main Port Road	W. Ferguson	3/8	6	12 "	40 00
Ferndale and Hillside	B. Calwell	2	1	12 "	20 00
Flatlands and Railway Station	W. Gillis	1/4	6	12 "	45 00
Florenceville and Lower Greenfield	A. Shannon	3 1/2	3	12 "	45 00
Florenceville and Railway Station	E. McMullen	1	12	7 "	to Jany. 31, '02 52 92
do do	H. B. Taylor	1	2	5 "	from " 51 67
Florenceville and Upper Wicklow	I. Drost	10	3	12 "	94 00
Florenceville East and Upper Peel	N. Moore	1	6	12 "	30 00
Foley Brook and Salmonhurst	J. Poulsen	5	2	12 "	50 00
Forest Hill and Main Post Road	G. T. Steeves	4	2	12 "	18 00
Forks and Ida	C. Keirstead	5	1	12 "	and arrears 26 50
Four Roads and Inkerman	M. Gibbs	3 1/2	2	12 "	35 00
Fox Creek and Moncton	J. J. Godette	12	3	12 "	99 50
Fredericton and Hamtown	S. Bird	19	2	11 "	from Aug. 1, '01. 154 91
Fredericton and Hanwell	D. Goodine	10	1	12 "	60 00
Fredericton and Street Letter Boxes	W. J. McGinn	3 3/8	12	12 "	149 00
Fredericton and Lower St. Mary's	H. J. Phair	6	2	12 "	90 00
Fredericton and Meductic	J. McPherson	51	3	12 "	445 00
Fredericton and Nasonworth	D. D. Nason	9 1/2	1	12 "	38 00
Fredericton, Nashwaaksis and St. Mary's Ferry	M. W. Ryan	1 & 3/4	6&12	12 "	137 74

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fredericton and Railway Station (C.P.R.)	T. A Niles	½	48	9 mos. (to March 31, '02)	156 00
do do	C. J. Kelly	¾	48	3 " from " "	58 68
do do (C.E)	J.M. McPherson	¾	24	12 "	124 80
Fredericton and Tay Mills	R. H. Rainsford	27	1	1 " (to July 31, '01).	15 00
Fredericton Junction and Railway Station	J. S. Shehan	25 yds.	24	12 "	40 00
Fredericton Road, Harwood and Salisbury	A. J. Wood	8 & 13	2 & 1	12 "	62 00
French Village and Railway Stn.	M. A. Bater	4	2	12 "	60 00
Gagetown and Narrows	F. E. Wilson	19	3	12 "	280 00
Gagetown and Upper Gagetown	J. W. Dickie	8	3	Season 1902	65 00
Gagetown and Welsford	W. T. Simpson	28	3	12 months	355 00
Gagetown and Westfield	W. H. Bulyea	44	3	12 "	645 00
Gaspereaux and Lake Stream	R. Bishop	12	1	12 "	49 85
Gaspereaux and Railway Station	J. Mooney	1	6	12 "	60 00
Gaythorne and Tabusintac	G. Buchanan	4¾	1	12 "	35 00
Gibson and Railway Station	B. H. Babbitt	⅓	24	12 "	80 00
Gilks, Railway Station, Blissfield and Moran	J. Robinson	⅛, 3 & 2	12& 6	12 "	150 00
Gladstone and Kintore	W. Watt	9	3	12 "	156 00
Gladwin and Red Rapids	G. Yone	3	2	12 "	35 00
Glassville and Ruther Glen	R. Gray	4	3	12 "	48 00
Golden Ridge and Knowlesville	W. T. Campbell	6	1	5 " (to Nov. 30, '01).	16 67
Goose Creek and Shepody Road	J. Prescott	13	1	12 "	75 00
Gordonsville and South Gordonsville	R. Stickney	4	2	12 "	33 00
Grafton and Woodstock	A. G. E. Stone	1½	6	12 "	48 00
Grainfield and Renous Bridge	M. Kehoe	8	2	12 "	98 00
Grand Ance and Mizonette	S. Poirier	8	2	12 "	74 88
Grand Bay and Railway Station	D. M. Hanam	¼	6	12 "	40 00
Grand Falls and Grand Falls Portage	P. O. Mulherin	12½	2	12 "	103 00
Grand Falls and Payne Settlement	G. A. McMillan	24½, 16	2	9 " (from Oct. 1, '01)	131 25
Grand Falls and Railway Station	J. J. Kelly	½	12	12 "	45 00
Grand Falls and Undine	G. A. McMillan	19½ & 11	2	3 " (to Sept. 30, '01).	31 25
Grand Harbour and Whitehead	A. Dakin	6	2	12 "	100 00
Grattan and Upper Negnac	P. Grattan	3½	2	9 " (to March 31, '02)	30 00
do do	J. Stewart	3½	2	3 " from " "	10 00
Great Shemogue and Shediac	P. D. Leger	24&26½	6	12 "	450 00
Green Point and Railway Station	G. A. Fournier	1	6	12 "	40 00
Green River and Railway Station	John Lynch	100 yds.	12	12 "	20 00
Gnimond and St. Louis de Kent	D. Gnimond	5	2	12 "	40 00
Halcomb and Red Bank	E. Matthews	8	2	12 "	100 00
Hammond Vale and Londonderry	R. J. Myles	6	1	12 "	39 00
Hampton and Ossekeag	J. Bovaird	1	6	12 "	58 90
Hampton and Urquharts	H. Piers	13	2	12 "	125 00
Hanford Brook and Upham	J. Tracey	5	2	12 "	43 30
Harcourt and Lakestream	L. J. Wathen	22	1	12 "	160 00
Harcourt, Railway Station and Richibucto	Murray & Mundle	36,30,⅛	6&24	12 "	974 00
Hardingville and Quaco Road	J. Kirkpatrick	6	2	12 "	53 51
Harrisville and Lewisville	C. F. Vincent	3	2	12 "	20 00
Hartland and Railway Station	J. Barnett	⅛	12	12 "	75 00
Hartland and Somerville	J. McGee	1	6	10 " (from Sept. 1, '01)	90 83
Harvey Station and Railway Station	D. Glendinning	50 yds.	12	12 "	40 00
Harvey Station and Yoho	R. Coffey	8	1	12 "	48 00
Harfield Point and Norton Station	E. Kellier	10	6	12 "	196 00
Hatfield Point and Wickham	J. M. Denton	18	3	12 "	240 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Head of Millstream, Perry Settlement and Sussex	F. E. Hayes	5 1/4	1 2	12 months	154 00
Head of Tide and Railway Station	H. C. Gillis	1/8	6	12 "	80 00
Head of Tide and Robinsonville	do	22 1/2	2	12 "	206 00
Hebert and Sweeneyville	A. L. Leblanc	4	2	2 " (from May 1, '02)	3 33
Heron Island and New Mills	W. Maxwell	3	1	12 "	36 00
Hillsborough and Lower Cape	T. Ross	9	6	12 "	200 00
Hillsborough and Railway Station	B. Steeves	1/8	12	12 "	80 00
Hillsborough and Rosevale	H. J. Stevens	15	3	12 "	127 00
Hillsdale and Mackville	M. McIntyre	2	1	12 "	30 00
Hillsdale and Sussex	W. Smith	17	3	12 "	237 00
Holderville and Milledgeville	H. A. Currie	21&17	6 & 3	12 "	140 00
Hopewell, Hopewell Hill and Railway Station	G. W. Newcomb	1 & 1/4	6&12	12 "	110 00
Hopewell Cape and Railway Station	W. E. Calhoun	3 1/2	6	12 "	140 00
Hopewell Hill and Memel	R. S Woodworth	7 & 5	1	12 "	37 00
Hopper and Parkindale	W. S. Hopper	6	2	12 "	50 00
Hopper and Salisbury	G. R. Smith	18	1	1 " and 2 days (to Aug. 2, '01.)	5 83
do do	A. W. Leeman	18	1	10 " and 29 days (from Aug. 4, '01.)	59 17
Hoyt Station and Juvenile Settlement	W. H. Wallace	12 & 17 1/2	2	12 "	98 34
Hoyt Station and Railway Station	A. W. Mersereau	1/2	12	12 "	70 00
Indian Mountain and Moncton	H. Renton	19	1	12 "	75 50
Irishtown and LeBlancville	W. Sullivan	5	1	5 " (from Feb. 1, '02)	12 50
Irishtown, Railway Station and New Scotland	do	1 1/2 & 13	6 & 1	12 "	115 00
Jacksonville and Woodstock	J. H. Harvey	4	6	12 "	100 00
Jacquet River and Mitchell's Settlement	F. Arseneau	5	2	12 "	40 00
Jemseg and Mouth of Jemseg	S. C. Burns	3 1/4	3	12 "	52 26
Jemseg and Railway Station	L. D. Ferris	19	6	12 "	458 00
Jolicure, Westmoreland Point and Railway Station	W. W. Copp	7 & 1	6 &12	12 "	181 00
Kent Junction and Railway Station	J. Horton	1/4	12	12 "	30 00
Kerry and New Ireland Road	J. E. Tehan	5	1	12 "	36 00
Keswick Ridge, Mouth bf Keswick, Upper Haynesville and Upper Keswick Ridge	J. Harrigan	7,25 & 32	1 & 2	12 "	332 00
Kilburn and Kintore	D. Watt	6	3	12 "	100 00
Kilburn and Muniac	C. I. Pickett	1	6	10 " (from Sept. 1, '01)	54 17
Kilburn and Railway Station	B. Kilburn	1/8	12	12 "	35 00
Kingston and New Market	D. Murphy	5	1	12 "	39 00
Kingston, Reeds Point and Saunders Siding	L. Scribner	3 & 5	6	12 "	199 50
Kingston (King's) and The Bluffs	J. L. Kierstead	3	2	12 "	30 00
Knoxford and Upper Knoxford	R. Langstaff	6	2	12 "	64 00
Kouchibouguac and Kouchibouguac Beach	J. Sullivan	9	2	12 "	53 00
Kouchibouguac and Laketon	P. Flanagan	6	1	12 "	20 00
Kouchibouguac and Point Sapin	do	20	1	12 "	61 00
Kouchibouguac and Richibucto	W. H. Wathen	12	6	12 "	230 00
Lake George and Prince William Station	A. McLean	22	2	12 "	123 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportion in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						$ cts.
Lakeville Corner and Newcastle Bridge	T. D. Briggs	18	2	12	months	138 00
Lameque and Miscou Light House	A. W. Ward	27	3	2	" (from May 1, '02)	50 00
Lameque and Shippegan	R. Duguay	7	4	2	"	33 33
Landry and Upper Pockmouche	M. Landry	5	1	12	"	23 00
Lawrence Station and Railway Station	E. Taylor	⅛	12	12	"	52 00
Ledge and St. Stephen	W. Maloney	4	3 & 2	12	"	65 00
Legere and Portage River	L. Mauzerall	2	3	12	"	30 00
Lepreaux and New River Mills	R. Travis	7	2	12	"	32 00
Lepreaux and Railway Station	H. P. Reynolds	¼	12	12	"	40 00
Lever and Oak Bay	G. S. Morrell	6½	2	12	"	60 00
Lime Hill and Main Post Road	A. C. Scribner	2	1	12	"	20 00
Limekiln and Stanley	J. T. Pringle	2	1	6	" (from Jan. 1, '02)	12 50
Lincoln and Oromocto	W. Rutledge	4	3	3	" (to Sept. 30, '01)	9 87
do do	R. Brennan	4	3	9	" from "	48 75
Lisson and Markhamville	T. Lisson	3½	1	12	"	20 00
Little Lake and Tracy Station	J. Duplisea	11	1	12	"	55 00
Long Point and Springfield	E. Kellier	7 & 10	2	12	"	74 00
Lower Brighton, Newburgh Junction,, Pembroke and Newburgh	J. Dickinson	3 & 6	6 & 2	12	"	130 00
Lower Millstream and Parlee Settlement	G. S. Sharp	6 & 5	1	12	"	39 00
Lower Nappan and Point au Car	A. Campbell	5¾	2	12	"	52 32
Lower Turtle Creek and Turtle Creek	R. H. Fillmore	3	1	12	"	15 00
Lower Wakefield and Rosedale	G. Haley	4	2	2	" (to Aug. 31, '01)	5 00
Ludlow and Railway Station	N. Murphy	½	12	6	" (to Dec. 31, '01)	10 00
do do	A. Hovey	½	12	6	" from "	10 00
McDougall and Railway Station	J. A. McDougall	½	12	6	" (from Jan. 1, '02)	17 50
McKee's Mills and Railway Station	J. S. McKee	¼	12	6	" from "	10 00
McNamee and Railway Station	E. McDonald	½	12	12	"	44 00
Malakoff and Seadone	E. Foster	3½	2	3	" (from Apl. 1, '02)	7 50
Maldon and Railway Station	T. Sweeney	1½	2	9	" (to Mar. 31, '02)	18 75
do do	M. Sweeney	1½	2	3	" from "	8 25
Manners, Sutton and Tweedside	A. Dorcas	4	2	6	" (from Jan. 1, '02)	25 00
Mannhurst and Petitcodiac	R. F. Keith	5 & 6½	2	3	" (from Apl. 1, '02)	20 42
Maple Green and Railway Station	W. H. Fraser	1½	6	12	"	80 80
Maplehurst, Upper Kent and Railway Station	L. Hawthorne	3 & ½	2 & 12	1	" (to July 31, '01)	9 33
do do	A. A. Hawthorne	3 & ½	2 & 12	11	" from "	100 83
Maplewood and Millville	C. E. Palmer	5	1	12	"	40 00
Mars Hill and River de Chute	D. B. Baird	5	1	12	"	25 00
Martins and Railway Station	P. Martin	¼	12	12	"	78 26
Marysville and Railway Station	G. W. Foster	¼	24	12	"	60 00
Mangerville and Upper Maugerville	W. H. Bent	5	6	Season	1901-02	65 00
Meadows and Railway Station	G. F. Beach	20 yds	12	12	months	20 00
Meadows and Tower Hill	G. A. Lindsay	2	2	12	"	36 36
Meductic and Woodstock	G. A. Chase	12	6	12	"	293 00
Melrose and Railway Station	B. Corrigan	½	6	12	"	38 20
Memramcook and Memramcook East	J. F. Richard	2½	2	12	"	45 00
Memramcook and Memramcook West	S. J. Patrick	1	6	12	"	75 00
Memramcook and Railway Station	do	¼	24	6	" (to Dec. 31, '01	62 50
do do	T. D. Melanson	½	30	6	" from "	60 00
Mercer and Norton Station	G. Robertson	3½	1	9	" (to Mar. 21, '02	13 12
do do	G. A. Langell	3½	1	3	" from "	4 50
Middle Simonds, Somerville and Avondale	D. W. Foster	3 & 8	6 & 3	4	" (to Dec. 31, '01	58 33
do do	A. R. Foster	3 & 8	6 & 3	6	" from "	87 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Middle Simonds and Woodstock. .	G. W. Hatfield	16	6	2 mos. (to Aug. 31, '01)	70 00
MidgicStation and Railway Station	C. Hicks. . .	40 yds.	6	12 "	10 00
Millford, Railway Station and Pleasant Point	J. Irwin	1 7/8 & 1	12	12 "	75 00
Millbrook and Narrows	M. D. Hughes. .	4	2	12 "	29 31
Millidgeville and St. John.	J. B. Hamm	4	6	12 "	125 20
Millerton and Railway Station	G. Vanderbeck	1/2	12	12 "	40 00
Millstream and Mount Hebron . .	L. Frazee.	5	2	12 "	72 80
Milltown and St. Stephen.	Hardy & Bridges	2	18	12 "	160 00
Millville Railway Station and Temperance Vale,	H. McKenna	1/8 & 7 1/2	12 & 3	12 "	180 00
Miscou Harbour and Wilsons Point	P. Wilson	6	2 & 1	12 "	55 00
Mispec and St. John	J. B. Hamm	9	6	12 "	280 00
Moncton and Railway Station.	W. Steeves.	1	72	12 "	390 00
do do (B. & M.)	R. J. Duffy.	1/2	12	6 " (from Jan. 1, '02)	37 50
Moncton and Stoney Creek	A. P. Smith	8	2	12 "	97 00
Moncton and Street Letter Boxes.	R. J. Duffy . .	1	12	12 "	149 00
Moncton and Upper Coverdale	S. D. Magee	14	3	12 "	174 37
Moncton Road and Shediac. . .	R. Bateman . .	6	1	12 "	40 00
Moores Mills and Oak Hill.	J. Chisholm . .	14	3	3 " (to Sept. 30, '01).	34 25
do do	J. W. Mann	14	3	9 " (from ")	102 00
Moores Mills and Railway Station.	A. Connick	1/2	12	12 "	75 00
Morehouse, Shinnickburn, Upper Blackville and Railway Station. .	H. Morehouse.	7, 3 & 2	2 & 6	12 "	140 00
Mount Carmel and St. Fabien . .	M. F. Martin.	4	1	12 "	20 00
Mountain Dale and Snider's Mountain. .	G. H. Kierstead	4	1	12 "	45 00
Mount View and Upper Sackville. .	E. A. Wheaton.	3	1	12 "	16 80
Mountville and Railway Station.	R. C. Butterfield	1/2	12	12 "	20 00
Mouth of Keswick and Railway Station	H. F. Dunphy.	3/4	12	12 "	60 00
Mouth of Keswick and Woodstock.	F. Atherton	60	2	12 "	575 00
Musquash and Railway Station.	L. D. Carman.	1/4	12	12 "	30 00
Nashwaak Bridge and Railway Stn	J. T. McBean.	1/4	12	12 "	60 00
Nashwaak Village and Railway Stn	C. Forbes.	1 1/4	12	12 "	50 00
Nauwigewauk and Railway Station	T. P. Trueman.	1/2	12	12 "	36 00
Nelson Reserve and South Nelson. .	M. Whelan	6	2	12 "	67 00
Nerepis Station and Railway Stn. .	M. McKenzie.	1/8	12	12 "	20 00
Nerepis Station and Round Hill.	do	12	1	12 "	75 00
Newcastle and Railway Station . .	R. H. Gremby.	1	24	12 "	185 00
Newcastle and Red Bank.	G. Brown.	15	3	12 "	272 00
Newcastle and Renous Bridge.	do	17	3	12 "	270 00
Newcastle and Sevogle.	J. O'Shea.	25	1	12 "	140 00
Newcastle Creek and Sheffield.	J. C. Simmons. .	32	2	12 "	237 95
New Mills and Railway Station.	W. Flann.	1/4	12	12 "	60 00
Newtown and Sussex.	T. M. Durham. .	10 & 12	3	12 "	168 00
Newtown and Whites Mountain. .	M. Hanley.	3	1	12 "	25 00
Nictau and Riley Brook	C. Simons . .	6	2	12 "	56 00
Nigado and Petit Rocher	F. Walsh . .	5 1/2	1	4 " (to Oct. 31, '01).	13 34
Nixon and Turtle Creek.	L. A. Wilson.	4	2	12 "	35 00
North Head and Seal Cove	W. N. McLean.	12	3 & 4	12 "	250 00
North River Platform and Railway Station	T. Jones.	1/2	12	12 "	25 00
North Tay and Stanley.	M. Reardon	9	2	1 " (to July 31, '01)	6 25
North View and Main Post Road .	John Smith.	6	2	12 "	100 00
Norton Dale and Railway Station. .	J. W. Stewart.	2 1/2	2	7 " (to Jan. 31, '02)	23 33
do do .	A. Fawcett.	2 1/2	2	5 " from "	16 04
Notre Dame and Poirer.	J. Gueguen	6	1	12 "	22 00
Notre Dame and Railway Station .	M. Bourque	1/2	12	6 " (from Jan. 1, '02)	17 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued*,

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Oak Bay and Railway Station	R. W. Wilson	¼	12	3 mos. (to Sept. 30, '01)	15 00
do do	H. Reid	¼	12	9 " from "	45 00
Oakham and Railway Station	G. W. Worden	½	3	12 "	14 12
Oakland, Riverbank and Railway Siding	R. W. Tomkins	3 & 100 yds.	6 & 2	12 "	52 00
Oak Point, Pollyhurst and Round Hill	D. D. Flewelling	3 & 12	6 & 1	Part of season 1901	48 89
Oak Point and Round Hill	do	3	6	" 1902	19 73
Oakville and Richmond Corner	J. Martin	10	2	2 months (to Aug. 31, '01)	15 83
Oakville and Weston	F. Cunningham	3	3	10 " from "	62 50
Oakville and Woodstock	T. E. McCafferty	14 & 11		10 " from Sept. 1, '01	199 17
Olinville and Round Hill	C. B. Belyea	18½ & 10	3	2 " (from May 1, '02)	31 33
Oromocto, Sheffield, Upper Gagetown and Swan Creek	T. Malone	10,21&12	6 & 3	12 "	324 58
Oromocto and Shirley Settlement	R. Brennan	4	1	12 "	20 00
Oromocto and Waasis Railway Station	J. Malone	6	6	12 "	212 91
Oromocto and Woodside	F. Goodine	18	2	12 "	109 00
Ortonville and Railway Siding	J. W. Hitchcock	1/16	6	12 "	25 00
Ossekeag and Upperton	T. McAfee	19½	3	12 "	285 00
Painsec and Railway Station	G. Comeau	1	2	12 "	32 00
Parents and Railway Station	M. Lebel	50 yds.	2	12 "	30 00
Passekeag, Sherlock and Railway Station	G. R. Campbell	5 & 150 150 yds.	12 & 1	12 "	73 00
Payne Settlement and Undine	A. Walsh	5	2	3 " (to Sept 30, '01).	12 50
Peniac and Railway Station	C. T. Weade	½	12	12 "	60 00
Pennfield Ridge and Seely's Cove	R. Guthrie	4	2	12 "	30 00
Penobsquis and Railway Station	S. M. Freeze	½	12	12 "	75 00
Penobsquis and Roxburgh	H. McManus	24	2	12 "	200 00
Perth Centre and Railway Station	M. Ladlee	½	12	12 "	75 00
Perth Centre and Riley Brook	B. Armstrong	72	2	12 "	395 00
Perth Centre and Tilley	J. A. Larlee	17½	2	12 "	115 00
Petersville and Welsford	G. R. Burton	10	2	12 "	98 33
Petersville Church and South Clones	H. A. Cooper	4	1	9 " (to Mar. 31, '02).	19 25
do do	J. Chittick	4	1	3 " from "	4 87
Petit Rocher and Railway Station	E. C. Boudreau	1½	12	12 "	56 87
Piccadilly and Sussex Corner	E. Brown	3½	2	12 "	30 00
Pigeon Hill and Shippegan	W. D. Chiasson	18	2s&1w	2 " (from May 1, '02)	17 50
Pine Ridge and St. Norbert	A. Myers	3	3	10 " (from Sept. 1, '01)	16 25
Pisarinco, Pisarinco West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3	12 "	95 00
Plourd and Silver Stream	P. Morneault	3	3	9 " (to Mar. 31, '02)	56 25
Plourd and St. Jacques	do	3	3	3 " from "	18 75
Pointe du Chêne and Railway Station	E. McDonald	⅛	12	12 "	32 60
Pollett River and Railway Station	T. W. Colpitts	1/16	6	12 "	28 28
Port Elgin and Railway Station	G. Siddall	¼	12	12 "	60 00
Port Elgin and Spences	T. L. Wood	17 & 15	3	12 "	241 80
Powers Creek and Railway Station	J. Corbin	¼	12	12 "	25 00
Powers Creek and St. Amand	S. St. Amand	5	2	12 "	48 00
do do	B. Jarvais	5	2	Arrears for Apl. & May, '01	2 67
Prince of Wales and Railway Crossing	J. Cairns	½	6	12 months	31 00
Prince William Station and Railway Station	W. G. Hatch	1/16	12	12 "	100 00
Prince William Station and York Mills	R. Henry	3	2	6 " (to Dec. 31, '01).	29 50
Queenstown and Upper Otnabog	A. C. Fox	2½	3	12 "	22 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Randolph and Railway Station	W. A. Miller	2	12	12 months	100 00
Read and Railway Station	E. J. Read	2½	2	9 " (to Mar. 31, '02).	20 30
do do	J. C. Allen	2½	2	3 " from "	6 25
Red Pine and Railway Station	L. Barton	25 yds.	6	9 " (from Oct. 1, '01)	7 50
Rexton, Jardinville and Richibucto Village	J. Jardine	1½ & 6	12 & 3	12 "	100 00
Rexton and Railway Station	A. Melanson	½	12	12 "	80 00
Reynolds and South Nelson	J. Doolan	7	2	4 " (to Oct. 31, '01)	14 17
Reynolds and Railway Station	M. Power	200 ft.	3	8 " from "	23 33
Richibucto and Railway Station	J. C. Vantour	¼	12	12 "	48 00
Richmond Corner and Watson's Settlement	J. Fitzpatrick	3½	3	2 " (to Oct. 31, '01)	16 50
Richmond Corner and Woodlawn	do	6	3	8 " from "	86 00
River des Caches and Savoy	S. Savoy	5	1	12 "	26 00
River Louison and Railway Station	J. Currie	¾	12	12 "	49 52
River Louison and Sunnyside	H. Miller	7	2	12 "	68 00
Riverside and Railway Station	D. W. Stuart	⅛	12	12 "	40 00
Robertson's Point and White's Cove	C. H. Gunter	3	3	12 "	34 71
Robertville and Railway Station	J. D. Cormier	3¾	6	12 "	125 00
Robertville and St. Rosette	W. F. Boudreau	4	1	12 "	25 00
Robichaud and St. André de Shediac	F. Robichaud	17 & 6	2	12 "	102 00
Rockland, Upper Dorchester and Railway Station	J. Sutherland	4¾ & 6	6 & 12	12 "	321 00
Rockport and Sackville	A. Tower	16	1	12 "	65 00
Rogersville and Rogersville East	W. Cormier	4½	1	12 "	33 00
Rogersville, Rogersville East and Vienneau	F. Richard	5 & ⅛	1 & 12	12 "	56 00
Rolling Dam Station, Railway Station and Sorrell Ridge	H. Toal	⅛ & 16	12 & 2	12 "	175 00
Rose Bank and Six Roads	M. Robichaud	4	1	12 "	25 00
Rosedale and Upper Woodstock	W. H. McCormick	7 & 4	3	12 "	120 83
Rothesay and Railway Station	J. R. Robertson	50 yds.	30	12 "	75 00
Round Hill and Speight's Corner	A. F. Speight	8	2	12 "	35 00
Rusagornis and Waasis Railway Station	J. Malone	3	3	12 "	48 62
Rusagornis Station and Railway Station	A. Mott	⅛	12	12 "	15 00
St. Almo and Three Brooks	L. Reid	1½	2	12 "	25 00
St. Andrews and Railway Station	A. Storr	½	as req.	12 "	87 78
St. Anne de Madawaska and Railway Siding	J. B. Martin	100 yds.	12	12 "	20 00
St. Anthony, Pullering and Renaud's Mills	T. Langis	5 & 2½	2	12 "	47 91
St. Anthony and Railway Station	do	½	12	6 " (from Jan. 1, '02)	10 00
St. Charles and Railway Crossing	M. J. Diagle	2	2	12 "	30 00
St. Croix and Railway Station	M. Hodd	1	6	12 "	60 00
St. George and Railway Station	C. F. McGee	1	12	12 "	60 00
St. Gregoire and McKee's Mills	D. LeBlanc	2	2	12 "	20 00
St. Isidore and Tracadie	J. Mallais	11	3	12 "	85 00
St. John Letter Carriers' Service	St. John Street Railway Co.		as req.	12 "	300 00
St. John Parcel Delivery	J. B. Hamm			Special service	24 20
do do	H. A. Cosman			"	2 50
St. John and Railway Station	J. M. Pickett	½	as req.	9 mos. (to Mar. 31, '02).	573 33
do do	J. B. Hamm	½	as req.	3 " from "	206 19
St. John and St. John West	D. Kiley	1	30	12 "	139 00
St. John and St. Martins	H. Nugent	36	6	12 "	779 00
St. John and Sand Point Road	D. Peacock	3	3	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c. —*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. John, Letter Boxes and Indiantown	T. Kenny.	2 & 2¾	12& 17	12 mos. (less fine)	587 00
St. John and Sub Offices	H. Steele	.....	.....	12 "	90 00
St. John and Wells	T. Kenny.	19 & 11	1	6 " (to Dec. 31, '01)	36 00
do do	D. O.Connell	19 & 11	1	6 " from "	65 00
St. John West and Street Letter Boxes	J. McG. Campbell	1¼	12	12 "	80 00
St. Leonards Station and Railway Station	D. O. Bourgoin.	¼	12	12 "	36 00
St. Leonards Station and Van Buren (Me.)	do	1	6	12 "	75 00
St. Martins and Salmon River	J. C. Boyer	9½	6	12 "	290 00
St. Martins and Wood Lake	R. Hosford	6	1	12 "	30 31
St. Norbert and West Branch	A. Gallant	5	1	2 " (to Aug. 31, '01)	3 00
St. Stephen and Calais (Me.)	I. Bridges	1	12	12 "	100 00
St. Stephen and Ry. Station (C.P.R.)	Hardy & Bridges	⅛	as req.	12 "	124 80
do do (N.B.S)	J. Green	1	12	12 "	89 00
Sackville and Railway Station	A. W. Dixon	1	36	12 "	245 00
Sackville and Second Westcock	S. McAllister	8	1	12 "	45 00
Sackville and Upper Sackville	D. Wheaton	5	6	12 "	149 69
Sackville and Wood Point	C. Richardson	6	1	12 "	45 00
Salisbury and Railway Station	R. R. Hetherington	⅛	30	12 "	156 82
Salmondale and Railway Station	W. D. Patterson	½	3	12 "	34 25
Salt Springs and Titusville	H. O'Brien	6	2	12 "	54 00
Scotch Settlement and Ry. Station	D. McKinnon	⅛	6	12 "	25 00
Sea Side and Railway Station	S. Laughlin	¼	6	12 "	30 00
Shediac and Railway Station	J. D. Weldon	⅛	48	12 "	96 00
Shediac Bridge and Shediac River	P. Babineau	2½	1	12 "	25 00
Shediac Road and Railway Station	J. Walker	1¼	3	12 "	47 00
Shepody Road and Waterford	O. Sear	10	1	12 "	40 00
Shippigan and Shippigan Island	W. Chiasson	12	2s&1w	10 " (to April 30, '02)	58 33
Silver Beach and Railway Siding	J. A. Merritt	⅛	4	5 " (to Nov. 30, '01)	6 22
do do	D. Watson	⅛	2	2 " ((from May 1, '02)	4 00
Somerville, Victoria and Waterville	G. Shaw	2 & 3½	6-3	10 " (from Sept. 1, '01)	165 00
South Bay and Railway Station	E. Long	1/16	12	12 "	16 00
South Nelson and Railway Station	W. Fitzpatrick	⅛	18	12 "	63 50
Spruce Lake and Railway Crossing	J. Robinson	½	6	12 "	30 00
Spruce Lake Station and Ry. Station	E. McCarthy	1/16	6	12 "	20 00
Stanley and Railway Station	C. Coughlan	6	6	10 " (to April 30, '02)	101 00
do do	D. R. Moore	6	12	2 " from do	13 33
Stanley and Woodlands	M. Reardon	17	2	11 " (from Aug. 1, '01)	121 91
Stickney and Railway Siding	A. L. Stickney	20 ft.	6	12 "	15 00
Stone Bridge and Railway Station	L. Brewer	1/16	12	12 "	20 00
Summerfield and Upper Wicklow	D. Gee	3	2	12 "	35 00
Sussex and Railway Station	N. Dryden	⅛	as req.	12 "	100 00
Sutton and Railway Station	J. A. Gregory	1/16	12	4 " and 14 days (from Feb. 15, '02)	7 50
Tapley's Mills and Railway Crossing	M. Murray	⅛	4	12 "	35 00
Three Tree Creek and Ry. Station	J. McQuestion	¼	6	12 "	20 00
Tracey Station and Railway Station	J. Tracey	1/16	12	12 "	30 00
Tracey Station and Traceyville	A. O. Tracey	4	1	12 "	24 00
Turtle Creek and Railway Station	S. Berrie	¼	12	12 "	25 00
Upper Brighton and Ry. Station	J. A. Pearson	100 yds.	6	12 "	15 00
Upper Cape and Railway Station	C. T. Allen	3	3	6 " (to Dec. 31, '01)	21 00
do do	N. W. Strang	3	3	6 " from "	27 30
Upper Keswick and Ry. Station	C. W. Estey	¼	12	12 "	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Upper St. Bazil and Ry. Station...	M. L. Martin...	¼	12	6 mos. (to Dec. 31, '01)	37 50
do do ...	U. Beaulieu...	¼	12	6 " from "	35 00
Utopia and Railway Station.....	D. Spinney.....	¼	3	12 "	37 50
Waterside and Railway Station....	R. Tingley.....	15-13	6	12 "	399 00
Waweig and Railway Station.....	M. J. Greenlaw.	1/16	6	12 "	65 00
Welsford and Railway Station.....	H. Johnston . .	1/16	18	12 "	120 00
Westfield and Railway Station.....	C. M. Nase.....	¾	12	9 " (to Mar. 31, '02).	49 20
do do	C. R. McKenzie	1	6-12	3 " from "	28 75
Westfield Centre and Ry. Siding...	R. T. Ballentine	1/16	12	12 "	10 00
Williamstown and Woodstock.....	W. Lee.....	25	3	2 " (to Aug. 31, '01).	53 83
do do	R. Gillis.....	15	3	10 " from "	206 67
Wisely and Railway Siding.....	A. Sewell.. . .	1½	2	12 "	27 60
Woodstock and Railway Station...	T. Baker... ...	⅛	24	12 "	165 00
Woodstock and Street Letter Boxes	C. D. Johnston..	2½	12	12 "	104 00
Woodstock and Woodstock Road Station.....	T. Baker.....	8 & 10	6	12 "	225 00
Young's Cove Road and Ry. Station	L. D. Ferris .	50 yds.	6	12 "	25 00
Zealand Station and Ry. Station...	D. Jewett .	¼	12	12 "	30 00
Zionville and Railway Station....	W. Munroe. . .	1/16	12	12 "	15 06
Charge of Mails at Chatham Branch Railway Station..	R. Dunbar..	.....	12	"	25 00
Charge of Mails at Chatham Junct.	E. L. Hendry...	.....	12	"	25 00
Charge of Mails at Fredericton Junction	A. L. Nutter....	.....	12	"	60 00
Charge of Mails at McAdam Junct.	J. W. Green ...	.....	12	"	200 00
Charge of Mails at Norton Station.	W. H. Baxter...	.....	12	"	75 00
Charge of Mails at Petitcodiac.....	W. W. Price....	.....	12	"	30 00
Charge of Mails at Pointe du Chêne	J. T. White ...	.....	9	" (broken period).	44 83
Charge of Mails at Vanceboro.....	V. J. Woodrow.	.....	12	"	156 50
				Total. ...	$54,534 39

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abercrombie and New Glasgow	R. Dunbar	5	2	12 months	68 00
Acaciaville and Railway Station	L. Craig	1½	6	12 "	84 00
Acacia Mines and Bass River	L. Davidson	14	6	12 "	449 00
Acacia Mines and Londonderry Station	R. P. Byng	2¾	24	12 "	124 80
Achosnach and River Dennis Centre	J. A. Campbell	2½	3	12 "	23 24
Advocate Harbour and Apple River	T. L. Turple	10	6	12 "	268 00
Advocate Harbour and Eatonville	B. M. Elliott	10	3	12 "	165 00
Advocate Harbour and Parrsboro'	R. Hatfield	32	6	12 "	800 00
Afton and Backlands	E. F. Taylor	5	1	22 "	25 00
Afton and Bayfield	E. H. Strople	2½	6	12 "	66 64
Afton and Railway Station	E. F. Taylor	⅛	12	12 "	32 00
Afton Station and Railway Station	J. McDonnell	¼	3	12 "	26 44
Albany Cross and New Albany	W. H. Durland	7	2	12 "	80 00
Alder Point and Little Bras d'Or	J. H. Plant	6	2	12 "	60 00
Alexander and Blackstone	F. Beaton	3	3	12 "	34 28
Alexander and North Highland	J. G. McQuarrie	6½	2	12 "	28 00
Alexander and Railway Station	E. D. McQuarrie	1½	6	1 " (from June 1, '02)	4 43
Alton and Railway Station	B. Hood	75 yds.	6	12 "	40 00
Amherst and Amherst Point	T. Roberts	4½	6	8 " (to Feb. 28, '02)	110 70
do do	C. N. Coates	4½	6	4 " from "	65 66
Amherst and Little River	C. L. Mills	22½	3	6 " (to Dec. 31, '01	237 00
Amherst and Oxford	J. A. Doncaster	26	3	6 " from Jan. 1, '02	252 50
Amherst and Railway Station	C. L. McLeod	¼	as req.	12 "	187 80
Amherst and Tidnish	J. Finley	31	6	12 "	747 00
Amherst and Upper Nappan	T. Read	3½	2	12 "	50 00
Amherst Island and Entry Island	J. J. Cassidy	8	1	Parts of seasons 1901–'02	50 00
Amherst Island and Fauriel	J. Patton	58	..	Season 1901–02	120 00
Amherst Island and L'Anse à la Cabane	N. E. Vigneau	8½	2	Part of seasons 1901–'02	50 00
Amherst Station Letter Box and Postal cars	C. L. McLeod	30 yds.	36	12 months	25 00
Annapolis and Dalhousie West	W. H. Hardwick	16	1	12 "	92 00
Annapolis and Granville Ferry	W. H. Weatherspoon	1	6	12 "	225 00
Annapolis and Millford	L. Orde	14	6	9 " and 23 days to April 23, '02	235 82
do do	A. D. Thomas	14	6	2 " and 7 days from April 24, '02	54 18
Annapolis and Mochelle	J. McDormand	3½	3	12 "	80 00
Annapolis and Perott Settlement	C. Gormley	9	1	12 "	47 00
Annapolis and Railway Station	A. Orde	½	12	12 "	156 48
Anthony's Line and Scotch Village	H. Cochrane	11 r.t.	2	12 "	55 00
Antigonish and Beechwood	A. McDonald	6	1	12 "	30 00
Antigonish and Brophy's	D. Moriarty	26 r.t.	3	12 "	128 00
Antigonish and Glen Uig Pleasant Valley	H. J. Smith	7	3	12 "	70 00
Antigonish and Goldboro'	J. Hayne	53	6	12 "	1,450 00
Antigonish and Livingstone Cove	J. Gordon	26	3	12 "	309 00
Antigonish and Lower West River	G. S. Williams	3½	2	12 "	49 80
Antigonish and North Grant	H. Smith	3	3	12 "	70 00
Antigonish and Railway Station	T. J. Sears	¾	24	12 "	196 00
Antigonish and Sherbrooke	do	40, 44, 40	3	11 " (to May 31, '02)	1,375 00
do do	J. O. Leary	40	6	1 " from "	89 41

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Antigonish Harbour South Side and Lower South River	C. J. Fraser	4½	2	12 months	60 00
Antrim and Gay's River	W. Blades	16 r.t.	2	12 "	84 66
Apple River and Joggins Mines	G. Lanagan	29	6	3 " (from April 1, '02)	237 50
Apple River and River Hebert West Side	A. McDonald	32	6	9 " (to March 31, '02)	750 00
Arcadia and East Chebogue	W. H. Cook	4	2	4 " (to Oct. 31, '01)	13 33
Arcadia and Pinkney's Point	J. B. Surette	11	2	8 " from Nov. 1, '01.	50 00
Ardoise Hill and Newport Station	W. Gibson	1½	12 & 2	12 "	177 00
Arichat and Petite de Grat Bridge	J. Parker	4	6	12 "	80 00
Arichat and Robins	T. Madden	1¾ & 4	6	12 "	64 00
Arichat and West Arichat	R. McPherson	3	6	Part of seasons 1901-'02	74 00
Ashdale and Upper Glen Road	V. Chisholm		1	mo. (from June 1, '02)	3 33
Ashfield and Orangedale	J. H. McKillop	3½	3	12 "	34 00
Askilton and Railway Station	H. A. Archibald	3	3	12 "	60 00
Aspen and James River Station	J. McGrath	27	3	12 "	269 00
Athol and Little Forks	C. McCabe	3	3	3 " (to Sept. 30, '01).	12 50
do do	Rhodes, Curry & Co.	3	3	9 " from "	45 00
Athol and Railway Station	D. B. Scott	1	6 & 12	12 "	67 52
Auburn and Greenwood	E. Neily	8½ r.t.	1	12 "	26 00
Auburn and Railway Station	G. O. Jacques	¼	12	12 "	78 25
Auburn and Melton's Corners	J. Brinnen	11 r.t.	2	3 " (to Sept. 30, 01).	11 75
do do	L. H. Beals	11 r.t.	2	9 " from "	35 25
Auld's Cove and Railway Station	M. Forrestall	2	6	12 "	40 44
Avondale Station and Dunnaglass	A. McEachern	8½	6	8 " (to Feb. 28, '02)	221 50
do do	R. W. McDonald	8½	6	4 " from "	104 33
Avondale Station and Railway Station	D. N. Robertson.	⅛	12	12 "	20 00
Avonport and Avonport Station	J. B. Newcombe.	1½	6	12 "	60 00
Avonport Station and Railway Station	L. F. Fuller	40 yds.	12	12 "	25 00
Aylesport and Dalhousie Road	L. M. Nichols	26	1	8 " (to Feb. 28, '02)	88 20
do do	H. S. Brennan	26	1	4 " from "	43 33
Aylesford and Dempsey's Corners	H. W. Spurr	10 r.t.	3	12 "	70 00
Aylesford and Harmony	H. S. Brennan	22 r.t.	1	12 "	46 80
Aylesford and Millville	E. Harris	7½ r.t.	2	12 "	55 00
Aylesford and Morden	W. Dempsey	9	2	12 "	76 88
Aylesford and Railway Station	F. E. Harris	¼	12	12 "	87 64
Aylesford and Victoria Harbour	S. Spicer	7⅓	1	12 "	36 64
Back Shore and Pictou	D. G. McKay	27	3	12 "	248 75
Baddeck and Boulardarie	N. McDonald	12½	3	12 "	300 00
Baddeck and Englishtown	A. B. Morrison	20½	3	12 "	199 00
Baddeck and Upper Settlement Baddeck River	M. McLean	14	2	3 " (to Sept. 30, '01).	17 43
do do	N. H. McKay	14	2	9 " from "	67 50
Baddeck and Upper Settlement Middle River	J. G. Dunlop	19½	3	12 "	175 00
Baddeck and Whycocomagh	"	27	6	12 "	675 00
Baddeck Bay and Plaister Mines	C. Fraser	4	3	3 " 25 days (to Oct. 25, '01)	12 87
do do	R. MacKenzie	4	3	1 " 6 days (to Nov. 30, '01)	4 80
do do	J. Morrison	4	3	7 " from Nov. 30, '01.	22 16
Baddeck Bay and Rear Baddeck Bay	L. McKenzie	3½	1	12 "	25 00
Baddeck River (North Branch) and Forks Baddeck	A. McInnes	5	2	5 " (to Nov. 30, '01).	25 00
do do	N. Buchanan	5	2	7 " from "	28 00
Baker Settlement and Greenfield	H. Carver	⅝	3	12 "	95 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baleine and Mainadieu	C. Burke	4½	1	7 mos. (from Dec. 1, '01)	11 66
Balmoral Mills and Tatamagouche	G. E. Lombard	21½ r.t.	6	12 "	387 00
Banks Broad Cove and Sight Point	J. D. McEachern	7	1	12 "	20 00
Banks Broad Cove and Strathlorne	L. McDougall	4⅝	1	12 "	16 48
Barney's Brook and Elmsdale	E. McDonald	4	2	12 "	30 00
Barney's River and Marsh	J. McLeod	14⅜	2	12 "	86 36
Barney's River and Railway Station	A. Murray	4¼	12	12 "	164 32
Barney's River and Rossfield	J. G. Clunis	4¾	1	12 "	24 92
Barachois St. Louis and Grand Anse	S. Josse	2	3	12 "	35 00
Barra Glen and Iona	R. P. McNeil	4½	2	12 "	52 00
Barrington and Oak Park	J. Frost & Sons	3	6	12 "	85 00
Barrington and Port Clyde	H. Doane	36 r.t.	6	12 "	490 00
Barrington Passage and Cape Sable Island	T. W. Robertson	1¾	6	12 "	300 00
Barrios Beach and Big Tracadie	H. Petipas	4	3	12 "	60 00
Barrs' Corner and Chesley's Corner	P. De Long	3	6	3 " (to Sept. 30, '01).	23 75
Barrs' Corner and Foster's	A. De Long	26½ r.t.	3	3 " (to Sept. 30, '01).	22 60
do do	J. Feindel	20 r.t.	3	6 " (to March 31, '02)	55 00
Barrs' Corner and Stanburn	A. De Long	6	1	12 "	25 00
Barrs' Corner and New Germany	do	3	6	9 " (from Oct. 1, '01)	90 00
Barrs' Corner and Parkdale	J. Feindel	20 r.t.	3	3 " (from Apr. 1, '02)	27 50
Barton and Railway Station	W. Gavel	3	12	12 "	187 80
Basin River Inhabitants and Lower River Inhabitants	R. Proctor	3	3	12 "	40 00
Baxter's Harbour and Canning	G. H. Whalen	11½	2	12 "	127 76
Bay St. Lawrence and Englishtown	D. B. MacLeod	73	6	12 "	2,598 00
Bay St. Lawrence and Meat Cove	H. McDonald	7	3	12 "	72 00
Bayside and Shad Bay	M. Fader	3¾	2	10 " and 14 days (to May 14, '02)	43 54
Bear Cove, Cheticamp and Meteghan	G. L. Comeau	4	2	12 "	40 00
Bear River and Lansdowne	F. W. Purdy	4	3	12 "	84 00
Bear River and Morganville	J. H. Berry	7 r.t.	1	12 "	25 00
Bear River and Railway Station	F. W. Purdy	5	12	12 "	139 00
Bear River and Victory	J. W. McCormick	10	1	9 " (from Oct. 1, '01)	37 50
Beauly and St. Andrews	C. Chisholm	6	2	12 "	60 00
Beaver Bank and North Beaver Bank	W. S. Lively	8	2	12 "	100 00
Beaver Bank and Railway Station	D. Hallisey	25 yds.	12	12 "	75 00
Beaver Cove and Railway Station	J. H. McKinnon	50 yds.	6	12 "	50 00
Beaver Cove and Rear Beaver Cove	J. P. Gillis	3	1	12 "	24 00
Beaver Harbour and Port Dufferin	S. Jewers	3½	3	12 "	52 48
Bedford Basin and English Corner	J. Thomas	11	3	12 "	120 00
Bedford Basin and Railway Station	J. Mackenzie	100 yds.	42	12 "	153 37
Bedford Basin and Upper Sackville	B. Norris	18 r.t.	6	12 "	200 00
Beech Hill and Chester Basin	R. Veinot	6	1	12 "	42 40
Beechmont and North-west Arm	A. McKenzie	6	1	12 "	40 00
Belle Marche and Eastern Harbour	D. Roche	2	3	2 " (from May 1, '02)	6 66
Belmont and Debert Station	A. L. Stevens	15 r.t.	2	12 "	50 00
Belmont and Railway Station	T. Lindsay	½	12	12 "	75 00
Benjamin's Mills and Falmouth Station	T. M. Martin	19 & 10	2 & 1	12 "	216 08
Berry Hill and Upper Stewiacke	H. Johnson	5	1	12 "	30 00
Berwick and Grafton	E. P. Sanford	18 r.t.	3	12 "	134 00
Berwick and Morristown	S. H. Nichols	14 r.t.	1	12 "	40 00
Berwick and Railway Station	T. H. Morse	¾	6	12 "	50 00
Big Bras d'Or and Black Rock	M. McDonald	2½	1	12 " and arrears	22 36
Big Bras d'Or and Boulardarie	R. McKenzie	12½	3	12 "	128 72
Big Brook and River Dennis Station	H. A. Archibald	5	2	12 "	45 00
Big Glen and Enon	J. McDonald	6	1	12 "	22 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Big Harbour Island and Malagawatch	M. McIntosh	3	2	12 months	40 50
Big Intervale Cape North and Cape North	W. A. McLennan	5¼	2	12 "	34 88
Big Intervale Margaree and North East Margaree	D. J. Ross	13	3	12 "	98 00
Big Island and Merigomishe	A. G. McGregor	3	2	12 "	69 00
Big Lorraine and Louisburg	M. J. Dowd	3	2	12 "	30 00
Big Marsh and Maryvale	D. J. Macdonald	3	1	12 "	28 00
Big Pond and Glengarry Valley	M. McNeil	4	1	12 "	30 20
Big Pond and Salem Road	A. McCuish	12	2	12 "	49 00
Big Port L'Hebert and Little Port L'Hebert	E. J. Lloyd	2½	2	12 "	30 00
Big Tracadie and Mattie	E. Coty	8	2	12 "	70 00
Big Tracadie and Railway Station	F. Morin	⅝	12	12 "	80 00
Billtown and Sheffield Mills	W. Wheaton	15 r.t.	3	12 "	73 00
Birchton and Clyde River	J. J. Powers	28½	3	8 " (to Feb. 28, '02)	308 33
do do	A. W. Acker	29½	3	4 " (from "	100 00
Bishop's Mountain and North Kingston	A. McGarvey	6½	1	12 "	20 00
Bishopville and Hantsport	W. Bishop	6	2	12 "	64 64
Blacketts Lake and Sydney Forks	R. McKenzie	4	3	12 "	80 00
Black Rock and Parrsboro	W. Phinney	6	1	12 "	65 00
Blanchard Road and New Glasgow	J. J. Webster	18	3	12 "	289 00
Blanche and Cape Negro	S. S. Smith	4	3	12 "	65 00
Blandford and Hubbard's Cove	J. F. Shatford	17	3	12 "	241 00
Blandford and Tancook Island	O. Baker	4½	1	12 "	40 00
Blockhouse and Maitland Forks	A. Barry	8½	1	12 "	25 00
Blockhouse and Railway Station	I. Mossman	¼	12	12 "	125 00
Bloomfield and Main Post Road	C. Marr	¼	6	12 "	25 00
Blueberry Hill and Salt Springs	H. Gillis		2	9 " (to Mar. 31, '02)	52 50
Blue Mountain and East River St. Marys	A. Cameron	19½	3	12 "	218 00
Blue Mountain and Greenvale	D. A. Stewart	2½	2	12 "	20 00
Blue Mountain and New-Glasgow	G. M. Holmes	15½	6	12 "	303 00
Blue Rock and Lunenburg	R. A. Backman	5	1	12 "	48 00
Blue Mills and Iron Mines	R. J. McDonald	3	3	12 "	48 00
Boisdale Barachois and Railway Station	N. L. Nicholson	3½	3	12 "	60 00
Boisdale Chapel and Railway Station	D. N. McIntyre	¾	12	12 "	93 90
Boisdale Chapel and Rear Boisdale	P. Steele	4½	1	5 " (from Feb. 1, '02)	8 33
Boulardarie and Little Bras D'or	J. H. Christie	2 & 3	4 & 16	3 " (to Sept. 30, '01)	100 00
do do	W. F. Stubbert	2 & 3	6 & 14	9 " from "	168 00
Boulardarie and Point Clear	J. Munro	3 & 4	2 & 3	3 " (to Sept 30, '01)	24 54
Boulardarie and Upper Kempt Head	D. McFarlane	16 r. t.	2 & 1	9 " (from Oct. 1, '01)	110 25
Boyds and Fraser's Mills	A. A. Boyd	3	3	12 "	30 00
Boylston and Milford Haven Bridge	W. Imlay	¾	12	12 "	69 00
Boylston and Mulgrave	R. W. Whitman	30	3	12 "	480 00
Boylston and Tracadie Road	J. A. McPherson	5	2	12 "	30 00
Brazil Lake and Gardner's Mills	E. Nickerson	2¾	2	12 "	30 52
Brazil Lake and Railway Station	Mrs. R. Tupper	¼	3	12 "	25 00
Brenton and South Ohio	S. Pennell	4	2	12 "	40 00
Brickton and Railway Station	L. W. Huntly	¼	6	12 "	30 00
Bridgeport and Railway Station	P. Leonard	300 yds.	12	12 "	35 00
Bridgetown and Clarence	W. A. Balcom	10	6	2 " (to Sept. 30, '01 & extra trips)	134 96
do do	S. N. Jackson	10	6	3 " (to Dec. 31, '01)	58 00
do do	T. Burton	10	6	6 " from "	56 00
Bridgetown and Dalhousie West	T. Todd	28 r. t.	1	12 "	65 00
Bridgetown and Granville Ferry	J. F. Titus	14	6	12 "	348 00
Bridgetown and Lawrencetown	C. Poole	7½ & 10½	1	12 "	59 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bridgetown and Parker's Cove	C. E. Dunn	21 & 12½	2 & 1	12 months	128 00
Bridgetown and Railway Station	F. Crosskill	¼	12	12 "	100 00
Bridgetown and Upper Clarence	W. A. Balcom	12	6	3 " (to Sept. 30, '01)	20 84
Bridgewater and Lunenburg	R. S. Whitman	12	3	12 "	190 00
Bridgewater and New Germany	A. Lohnes			Special trip	10 00
Bridgewater and Mill Village	J. Hatt	39½	3	12 months	420 00
Bridgewater and Pleasant River	S. I. Feindel	10	2	12 "	225 00
Bridgewater and Railway Station	do	¼	12	12 "	125 00
Bridgewater and Shelburne	J. R. Hogg	86, 89 & 16	1 & 6	12 "	5,725 52
Bridgewater and Stanley Section	S. T. Beck	32 r. t.	2	12 "	150 00
Brighton and Railway Station	C. Marr	4	6	12 "	131 46
Briley Brook and Railway Station	A. McDonald	⅛	6	12 "	78 25
Broad Cove Marsh and Main Post Road	A. McDougall	2	2	12 "	20 00
Broad Cove Mines and Strathlorne	W. Lawrence	4	3	11 " (to May 31, '02)	26 84
do and Railway Station	D. McIsaac	¼	12	1 " (from June 1, '02)	2 91
Broadway and Railway Station	J. Grant	11⅝	3	12 "	110 00
Brookfield and Forest Glen	H. B. Benjamin	13 r. t.	2	12 "	75 00
Brookfield and Green's Creek	W. S. Hamilton	8	2	12 "	96 00
Brookfield and Malaga Gold Mines	B. M. Freeman	6	6	12 "	168 00
Brookfield and Railway Station	J. Graham	¼	24	12 "	161 40
Brookfield and Upper Stewiacke	S. C. Graham	18	6	12 "	598 00
Brookland and Salt Springs	G. Gray	3	2	12 "	40 00
Brooklyn and Yarmouth	J. D. Morrell	4	2	12 "	50 00
Brook Village and Centreville East	M. McAskill	5	1	12 "	20 00
Brook Village and Glencoe	M. McDonald	8½	2	12 "	60 00
Brook Village and Rosedale	M. McKinnon	5	2	12 "	35 00
Browns Mountain and Marshy Hope	J. McDonald	5½	1	12 "	30 00
Brulé and Denmark	O. R. McCoul	5	6	12 "	67 00
Brulé Shore and Tatamagouche	G. Henderson	7	3	12 "	66 36
Bryon Island and Faureil	T. Chenell	9	1	Parts of seasons 1901 & '02	144 00
Buckfield and Main Post Road	H. Wynott	1	1	12 months	11 00
Burke and Mabou	D. Burke	5	1	12 "	15 00
Burlington and Victoria Harbour	T. A. Baker	16 r. t.	1	12 "	75 00
Burntcoat and Noel	J. Murray	4½	3	12 "	50 00
Cain's Mountain and McKinnon's Harbour	G. McKenzie	3	1	2 " (to Aug. 31, '01)	4 00
Caledonia Corner and Chesley's Corner	J. H. McLeod	25	6	3 " (to Sept. 30, '01)	173 75
Caledonia Corner and Liverpool	J.H. McClelland	30	6	12 "	789 00
Caledonia Corner and Maitland	C. F. Cushing	30 r. t.	6	12 "	312 00
Caledonia Corner and New Germany	J. H. McLeod	25	6	9 " (from Oct. 1, '01)	521 25
Caledonia Corner and West Caledonia	J. McGinty	3	3	12 "	85 00
Caledonia Corner and Whiteburn Mines	H. McGuire	6½	3	12 "	96 00
Caledonia Mines and Dominion No. 4	C. Campbell	1	6	10 " 17 days (from Aug. 15, '01	84 00
Caledonia Mines and Little Glace Bay	C. Campbell	1	6	6 " (to Dec. 31, 01)	15 00
Caledonia Mines and Little Glace Bay	L. Madore	1	6	6 " from "	15 00
Cambridge Station and Condon Settlement	J. Caldwell	12 r. t.	1	12 "	55 00
Cambridge Station and Kinsman's Corners	J. E. Sawler	15½ r. t.	6	12 "	168 00
Cambridge Station and Railway Station	J. Caldwell	100 yds.	12	12 "	48 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Camden and Truro	T. J. McKim	8	2 & 22	12 months	102 20
Cameron Settlement and Pictou Road	D. Cameron	9	3	12 "	89 00
Campbell and Railway Station	H. Campbell	2½	6	1 " (from June 1, '02)	5 00
Campbell's Mountain and Whycocomagh	J. H. McAskill	7	1	12 "	36 00
Camperdown and Italy Cross	J. Z. Wambolt	4	2	12 "	35 00
Canaan and Kentville	F. E. Bishop	6	6	12 "	140 00
Canaan and Tusket	L. Andrews	31 r. t.	2	12 "	177 00
Canaan Road and South Farmington	W. Marshall	8½ & 10	2 & 1	12 "	123 00
Canaan Road and Tremont	H. S. Ward	1¾	1	12 "	15 00
Canada Creek and Grafton	G. Balser	6 & 6½	2 & 1	12 "	74 88
Canning and North Medford	F. G. West	4	1	12 "	20 00
Canning and Railway Station	C. W. Dickie	¼	24	12 "	68 00
Canning and Scott's Bay	E. L. Jess	16	6	12 "	352 00
Canning and Scott's Bay Road	W. Butler	9	2	12 "	40 00
Canoe Lake and Gaberouse	A. Munro	4	1	12 "	20 00
Canso and Guysboro	J. W. Armsworthy	34	6	12 "	1,850 00
Cape Augnet and Robins	R. Goyetche	2½	3	12 "	35 00
Cape Dauphin and New Campbellton	D. McDermid	4	1	12 "	30 00
Cape Fourchu and Yarmouth	A. B. Crosby	3	6	Part of seasons 1901 & 1902	93 75
Cape George Harbour and St. Peter's	K. McKenzie	8	3	12 months	70 00
Cape Negro Island and North East Harbour	A. Perry	3	2	11 " (to May 31, '02)	72 75
do do	G. Perry	3	2	1 " from "	5 25
Cape North and Dingwall	J. C. McPherson	4	3	12 "	57 00
Cape Sable Island and Clark's Harbour	B. L. Goodwin	20 r. t.	6	6 " and 16 days (to Jan. 16, '02)	303 75
do do	G. D. Covent	20 r. t.	6	5 " and 15 days (from Jan. 17, '02)	136 66
Carleton and Richfield	E. G. Gavel	9	1	12 "	36 00
Carriboo Gold Mines and Upper Musquodoboit	G. Hamilton	7½	6	12 "	198 00
Cariboo Island and Waterside	F. McLean	3½	2	12 "	40 00
Carroll's Corner and Elmsdale	J. Carroll	19½ r. t.	2	12 "	71 25
Castlereagh and Portapique	R. Gamble	16 r. t.	2	12 "	99 56
Catalone and Catalone Gut	J. McDonald	4	1	12 "	19 00
Catalone and Railway Platform	A. R. McDonald	2	3	12 "	30 00
Catalone and Grand Lake	H. McDonald	3	3	12 "	32 32
Catalone and New Boston	D. J. McDonald	5	2	12 "	56 00
Catalone Road and Railway Station	H. A. McDonald	1½	3	12 "	24 24
Cedar Lake and Port Maitland	D. W. Corning	18 r. t.	2	12 "	100 00
Centennial and Long Point	D. McDonald	4	3	12 "	40 00
Centredale and Lorne	D. W. Campbell	4½	3	12 "	75 00
Centreville and Halls Harbour	G. E. Huntley	9, 7½ & 1	1	12 "	99 48
Centreville and Railway Station	C. M. Roscoe	¼	18	12 "	64 52
Chance Harbour and Pictou Landing	S. Fraser	4	2	12 "	59 50
Chaplin and Dean	L. A. Dean	2½	3	12 "	40 00
Chapman Settlement and Rockwell Settlement	L. Greeno	3	2	12 "	45 00
Chappell Mills and Tidnish	D. D. Wells	6	6	12 "	139 00
Charlo's Cove and Guysboro	T. O'Connor	27	6	12 "	765 00
Charlo's Cove and Whitehead	F. Fougere	11½	3	12 "	239 00
Chebogue Point and Yarmouth	C. E. Weston	12 r. t.	3	12 "	100 00
Cherryfield and Railway Station	S. Meisner	¼	3	12 "	48 36
Cherryfield and Sattys	J. H. Robar	3	1	12 "	30 00
Chesley's Corner and Meisners	B. Conrad	5	2	3 " (to Sept. 30, '01)	18 75
Chesley's Corner and Northfield	J. E. Holmes	7	2	3 " (to Sept. 30, '01)	12 12
Chesley's Corner and Railway Sta'n	J. H. McClelland	½	12	3 " (to Sept. 30, '01)	18 25
Chester and Windsor	J. Webber	35	2	12 "	345 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Chester Basin and New Ross	E. Cagley	15	2	4 mos. (to Oct. 31, '01)..	33 29
do do	J. Jollymore	15	2	8 " from "	65 33
Cheverie and Kennetcook	L. Sanford	8	1	12 "	38 00
Cheverie and Newport	M. Rathbun	17	6	12 "	680 00
Cheverie and Walton	L. Brown	12	3	12 "	199 00
Chignecto and Maccan	W. C. Ripley	3½	3	12 "	94 00
Chimney Corner and Dunvegan	L. McPherson	7	3	1 " from June 1, '02.	9 00
Chipman's Brook and Lakeville	G. W. Porter	15 r. t.	2	5 " (to Nov. 30, '01).	52 08
do do	A. Pineo	10	2	7 " from "	49 49
Chipman's Corner and Kentville	I. W. Pyke	24	6	12 "	160 00
Christmas Island and East Bay	M. Brydon	31	3	12 "	448 00
Chistmas Island and Railway Sta'on	J. McDougall	¼	12	12 "	55 00
Church Point and Railway Station	V. Thibodeau	2½	12	12 "	150 00
Churchville and Mountville	J. McMillan	3	1	12 "	23 00
Churchville and New Glasgow	J. J. McMillan	6	3	12 "	100 00
Claremont and River Philip	F. S. Bent	4	2	12 "	83 20
Clarke's Harbour and The Hawk	M. Atwood	3½	6	12 "	150 00
Clarke's Road and Louisburg	J. MacLean	4½	1	12 "	29 00
Clementsport and Clementsvale	C. W. Trimper	4	6	12 "	118 00
Clementsport and Railway Station	E. P. Roop	½	12	12 "	58 00
Clementsvale and Princedale	C. W. Trimper	3½	2	12 "	25 00
Cloverdale and Middle Stewiacke	T. Winton	7	2	12 "	80 00
Clyde River and Upper Clyde River	R. Boyd	25	1	12 "	87 00
Cody Settlement and South West Mangaree	J. M. Cody	4	1	12 "	20 00
Coddle Harbour and Goldboro	T. S. McLeod	7	2	12 "	79 00
Cogmagun River and Kennetcook	M. Sanford, sr.	5	1	12 "	16 00
Coldbrook Station and Railway Stn.	E. E. Porter	60 yds.	12	12 "	39 11
Coldstream and Gays River	M. Andrews	5	1	12 "	22 00
College Grant and Lochaber	A. Sears	4⅓	2	12 "	30 00
Collegeville and North Lochaber	R. Nicholls	6½	3	3 " (to Sept. 30, '01).	14 93
do do	G. A. Stewart	6½	3	9 " from "	65 79
Collingwood Corner and Farmington	G. Nix	12⅕	3	12 "	124 00
Collingwood Corner and Jackson's	R. Chapman	6½	3	9 " (to March 31, '02)	65 25
do do	G. Nix	6½	3	3 " from "	30 40
Collingwood Corner and Oxford Junction Station	R. Chapman	8	6	10 " (to April 30, '02).	141 50
do do	G. Nix	8	6	2 " from "	41 66
Comeau's Hill and East Chebogue	H. Van Horn	8	1	12 "	50 00
Comeauville and Railway Station	N. Comeau	2¾	12	12 "	80 00
Concession and Railway Station	P. J. Doucett	1¼	6	12 "	46 80
Conn's Mills and Railway Station	A. DeMings	⅝	6	12 "	32 00
Conquerall Bank and Conquerall Mills	A. Snyder	5	1	12 "	40 00
Cook's Brook and Little River Musquodoboit	S. Kent	6	3	12 "	69 68
Corberrie and Weymouth Bridge	L. Babine	14	2	12 "	109 00
Cow Bay and Dartmouth	G. Richard	20 r. t.	2	12 "	150 00
Coxheath and Sydney	R. Martin	3	2	12 "	51 32
Craigmore and Railway Station	D. Cameron	1⅝	6	1 " (from June 1, '02)	3 33
Cranton Section and Frizzleton	G. Ingraham	3½	3	12 "	33 25
Cross Roads, Country Harbour and Forest Hill	J. A. Mason	9	3	12 "	100 00
Cross Roads, Leitche's Creek and Leitche's Creek	D. Johnson	3	3	12 "	29 00
Cross Roads, Leitche's Creek and North-west Arm	A. D. Clark	1	6	3 " (to Sept. 30, '01).	10 00
do do	do	1½	6	9 " from "	45 00
Cross Roads, Leitche's Creek and Railway Station.	do	¼	6	12 "	37 50
Cross Roads and Donnybrook	A. Tays	7½	1	8 " (from Nov. 1, '01)	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cross Roads Ohio and James River Station	J. J. McLean	10	6	12 months	198 00
Cross Roads, St. George's Channel and West Bay	A. McDougall	15	3	12 "	195 00
Crousetown and Petite Rivière Bridge	S. Hilton	3	1	12 "	24 00
Culloden and Digby	C. E. Turnbull	17 r.t.	1	12 "	64 00
Dalhousie Road and Lakeview	W. Franey	5	1	12 "	30 00
Dalhousie Road and Springfield Railway Station	R. Stoddart	17, 2½, 1/16	2-4	12 12 "	159 00
Dalhousie Settlement and Scotsburn Station	C. A. McIntosh	11	3	12 "	160 76
Dartmouth and Halifax	J. B. Maclean	1¼	18	12 "	225 00
Dartmouth and Montague Gold Mines	F. W. Cooper	7	3	12 "	120 00
Dartmouth and Musquodoboit Harbour	G. Richard	34	3	12 "	584 00
Dean and Shubenacadie	W. H. Guild	36	6	8 " (to Feb. 28, '02)	600 00
do do	do	36	6	4 " from "	229 33
Debert Station and Folly Mountain	S. McLaughlin	17⅜ r. t.	3	12 "	156 00
Debert Station and Masstown	A. Fulmore	4	6	12 "	90 00
Debert Station and Railway Station	A. Cottam	75 yds.	12	2 " (from May 1, '02)	8 33
Deep Brook and Railway Station	R. W. W. Purdy	¼	12	12 "	44 44
Deep Cove and Gaberouse	R. Thomas	5	1	12 "	20 00
Delaps Cove and Granville Ferry	W. Hardy	12	2	12 "	96 00
Deepdale and Strathorne	A. J. McLellan	2	6	1 " (from June 1, '02)	6 25
Denmark and Railway Station	J. W. McLeod	⅛	12	12 "	50 08
Denmark and Truro	D. McKenzie	36	3	12 " less fine	450 50
Descouse and Lennox Ferry	P. McDonald	3	6	12 "	513 00
Descouse and Poulamond Wharf	do	1½	12	Parts of seasons 1901-02	20 00
Descouse and Rocky Bay	J. P. Gruchy	6	3	12 months	50 00
Devon and Goffs	J. G. Kerr	5½	2	6 " (to Dec. 31, '01)	25 50
do do	M. Smith	5½	2	6 " from "	25 50
Digby and Railway Station	G. A. Robinson	200 yds.	12	3 " (to Sept. 30, '01)	22 25
do do	E. Turnbull	200 yds.	12	9 " from "	56 25
Digby and West Ferry	J. W. Mussels	8	2	12 "	49 00
Digby and Westport	W. H. Eldridge	43	6	12 "	1,050 00
Digby Wharf and Railway Station	G. A. Robinson	¼	12	12 "	125 00
Doncettville and North Range Corner	J. Zeigler	5 & 3	1 & 2	12 "	59 00
Dufferin Mines and Port Dufferin	A. Gallagher	4	3	12 "	80 00
Dunmaglass and Maple Ridge	A. D. Fraser	3¾	1	12 "	25 00
Dunmore and McPherson	H. McGillivray	1½	3	12 "	29 48
Dunvegan and Margaree Island	D. A. McIsaac	5	1	12 "	19 72
Earltown and West Earltown	D. R. McKay	4½	2	6 " (to Dec. 31, '01)	26 00
do do	do	5	2	6 " from "	34 99
East Amherst and Hastings	J. S. Crandall	2	2	12 "	40 00
East Bay and Glen Morrison	D. Morrison	4	2	12 "	40 00
East Bay and McAdam's Lake	J. McMullen	7¾	2	12 "	67 00
East Bay and Rear East Bay	J. Campbell	3½	2	1 " (from June 1, '02)	3 75
East Bay and Rear Ben Eoin	do	7	1	11 " (to May 31, '02)	22 00
East Chebogue and Pinkney's Point	J. B. Surrette	7	1	4 " (to Oct. 31, '01)	11 66
East Chezzetcook and Head of Chezzetcook	J. Smith	3	3	1 " (to July 31, '01)	4 25
do do	J. W. Pettipas	3	3	11 " from "	25 66
East Chezzetcook and Lower East Chezzetcook	T. Roast	3½	3	12 "	60 00
East Dover and Peggy's Cove	C. J. Scott	4	2	12 "	59 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts
Eastern Harbour and Little River, Cheticamp	M. T. Ramard	2½	2	12 months	23 48
Eastern Harbour and Margaree Harbour	D. W. Munro	23	6	12 "	595 00
Eastern Harbour and Pleasant Bay	D. Fraser	24½	2	12 "	180 00
East Jeddore and Jeddore Oyster Ponds	G. M. Mitchell	4	2	3 " 8 d. (to Oct. 8, '01)	10 32
do do	A. Webber	4½	2	4 " 23 d. (to Feb. 28, '02)	23 69
do do	F. H. Stoddard	4½	2	4 " from "	12 66
East Mapleton and East Southampton	A. Brown	6	2	12 "	100 00
East Margaree and Main Post Road	D. McInnis	2	6	12 "	65 00
East Mountain and Valley Station	E. Nelson	2½	2	12 "	29 00
East River, St. Mary's and Green's Brook	M. Green	5½	1	12 "	20 00
East River Sheet Harbour and Lewiston	G. E. M. Lewis	7	6	12 "	150 00
East Side Port L'Hebert and Port Joli	W. McDonald	7	1	12 "	40 00
East Side Ragged Islands and Walls Corner	J. Matthews	3	2	12 "	75 00
East Southampton and Railway Stn.	R. G. Harrison	¼	12	12 "	60 00
East Southampton and South Brook	J. W. Brown	5	2	12 "	50 00
Eastville and Upper Stewiacke	G. Dickie	18½ r. t.	6	12 "	313 00
East Wentworth and Wentworth Station	D. G. Whidden	5	3	12 "	68 00
Edwardsville and Sydney	J. Morrison	7 & 2½	2	12 "	50 00
Eel Brook and Lower Eel Brook	Z. Surrette	2	6	12 "	50 00
Eel Cove and Main Post Road	D. McLeod	½	6	12 "	15 00
Eel Creek and Oxford	M. Hannon	19 r. t.	3	12 "	140 00
Eight Island Lake and Main Post Road	J. R. Sutherland	½	3	12 "	25 00
Ellershouse and Hartville	G. Swinehammer	1½	6	12 "	45 00
Ellerhouse and Newport	M. Harvey	6	2	12 "	100 00
Ellershouse and Railway Station	J. McDonald	50 yds.	24	12 "	75 00
Elmsdale and Nine Mile River	do	7	2	12 "	64 68
Elmsdale and Railway Station	R. V. Reid	80 yds.	12	12 "	62 60
Emerald and Main Post Road	M. J. Tompkins	3½	2	12 "	25 00
Enfield and Goffs	J. McDowall	6	3	8 " (to Feb. 28, '02)	84 50
do	A. J. McDonald	6	3	4 " from "	36 66
Enfield and Railway Station	H. F. Donaldson	80 yds.	18	12 "	100 00
Enfield and Renfrew	F. D. Horne	7	2	12 "	74 00
Englishtown and Murray	F. J. D. Barnjum	3	6	2 " (from May 1, '02)	30 00
Englishtown and North Sydney	J. Old	27½	6	12 "	747 00
Erinville and Roman Valley	P. E. Farrell	7	1	12 "	32 80
Essex and Port Hastings	A. J. McLennan	12	1	10 " (to Apr. 30, '02)	47 50
do do	J. McKinnon	12	1	2 " from "	9 50
Estmere, Alba and Alba Platform	H. A. Archibald	4½	3—3	2 " (to Aug. 31, '01)	16 66
do do	W. J. Kennedy	4½	6—3	10 " from "	75 00
Estmere and Ferry Landing	N. S. McIver	7½	6	8 " and 16 days (to May 16, '02)	76 27
Estmere and Lower Washabuck	J. S. McDonald	21	3	2 " (to Aug. 31, '01)	43 74
do do	D. McLean	23	3	10 " from "	245 83
Etang du Nord and Grand Entry	J. Patton	24½	as req.	Parts of seasons '01 & '02 and arrears	155 00
Eureka and Railway Station	H. Grant	¼	18	12 months	75 00
Fairview Station and Ry. Station	V. E. Purcell	25 yds.	6	12 "	50 00
Falkand and Herring Cove	P. V. Hayes	3	2	12 "	50 00
Falmouth Station and Ry. Station	F. H. Manning	12 yds.	12	12 "	47 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fauriel and Grand Entry	H. Taker	6 & 13	1	Parts of seasons '01 & '02	38 52
Fauxbourg and Lunenburg	R. A. Backman.	6½	½	12 months	49 48
Feltz South and Rose Bay	W. Moser	6½	1 2	12 "	40 16
Fenwick and Nappan Station	C. W. Ripley	3½	3	5 " (to Nov. 30,' 01)	32 50
do do	A. E. Ripley	3½	3	7 " from "	35 58
Ferguson's Lake and Main Post Road	D. Ferguson	1¼	3	12 "	25 00
Ferry Landing and Jubilee	M. W. McLeod.	3½	2	2 " (to Aug. 31, '01)	5 00
Ferry Landing and Railway Station	N. S. McIver	5½	6	1 " and 15 days (from May 17, '02)	12 05
Fifteen Mile Stream and Hopewell	J. McNaughton.	30 & 4½	1 & 3	12 "	280 00
Fisherman's Harbour and Port Hillford	A. J. Bingley	11	3	12 "	133 00
Five Islands and Great Village	A. Johnson	28	6	12 "	630 00
Five Islands and Lower Five Islands	H. E. Wadman.	2	6	12 "	80 00
Five Islands and Parrsboro	J. B. Morrison.	15	6	3 " (to Sept. 30, '01)	125 00
do do	A. F. Durning.	15	6	9 " from "	277 50
Fletcher's Station and Wellington Station	E. Largie	¾	6	9 " (to Mar. 31, '02)	75 00
Folly Lake and Railway Station	C. Fields	100 yds.	12	12 "	40 00
Folly Village and Railway Station	F. G. Wheaton.	4½	12	12 "	200 00
Forest Glen and Kingross	L. McLean	3	1	12 "	20 00
Fortie's Settlement and New Ross	J. Corknm.	½	1	12 "	101 64
Fort Lawrence and Railway Station	C. E. Baker	¼	12	12 "	101 00
Fort Lawrence and Upper Fort Lawrence	M. Chapman	2½	3	12 "	60 00
Fort Louisburg and Louisburg	M. Pope	3½	2	12 "	35 00
Fort Point and Weymouth	G. T. Cook	3	2	12 "	30 00
Fourchu and Gaberouse	G. Hardy	12	3	12 "	260 00
Fourchu and Grand River	J. Morrison	30	3	12 "	471 00
Fox Harbour and Wallace	B. Robertson.	4 & 13	3	5 " (from Feb. 1, '02)	25 00
Framboise and North Framboise	L. McQueen	5	1	12 "	15 96
Framboise and Sterling	A. McDonald	4	2	12 "	26 48
Fraser's Grant and Heatherton	A. McDougall.	5	1	12 "	46 00
Fraser's Grant and New France	L. McNeil	1½	1	12 "	12 00
French River and McGrath's Mountain	W. Flynn	4½	2	12 "	27 00
Frenchvale and North West Arm	B. Gouthro	7	1	12 "	48 48
Frizzleton and Marsh Brook	J. Levis	4	3	1 " (to July 31, '01)	1 75
do do	do	4½	3	11 " from "	27 50
Gaberouse and Gaberouse Baradchois	D. J. McLeod	1½	2	12 "	40 00
Gaberouse and Gull Cove	A. Hardy	4	1	12 "	30 00
Gaberouse and Sydney	A. Richey	27	3	12 "	363 60
Gardiner's Mines and Ry. Station	H. G. Boutilier.	2	6	3 " and 7 days (to Dec. 7, '01)	20 89
Gaspereaux and Vesuvius	J. D. Martin	19 r. t.	2	12 "	79 00
Gaspereaux and Wolfville	M. Cleveland	2½	6	12 "	96 00
Gegoggin and Liscomb	H. Croft, sr	6	1	12 "	50 00
Georges River and North Sydney Junction Station	L. Day	2	12	12 "	200 00
Georges River Station and Long Island Main	D. B. O'Handley	2½	2	12 "	55 00
Georges River Station and Railway Station	W. Almon	80 yds.	3	12 "	25 00
Georges River Station and Scotch Lake	D. McKinnon	3½	2	12 "	60 00
Georgeville and Glebe Road	A. McInnis	15 r. t.	1	12 "	35 00
Georgeville and Malignant Cove	A. McInnis	5	6	12 "	92 00
Georgeville and Morar	J. A. Gillis	2½	3	12 "	46 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gilbert Cove and Railway Station..	A. Kinney.. ...	3¼	12	12 months	128 00
Gilbert Mountain and Halfway River Station.....	D. Atkinson....	8	2	12 "	78 48
Gillander's Mountain and Middle River	C. McLennan ..	4	1	12 "	21 00
Gillies Cove and Orangedale. .. .	P. McLellan	2½	2	12 "	20 00
Glace Bay and McKay's Corner....	D. Merlin . .	2¾	6	3 " (from Apr. 1, '02)	54 60
Glace Bay and Port Caledonia. ...	L. Madore	3	6	3 " " ..	20 00
Glace Bay and Railway Station ...	do	¼	24	3 " " ..	30 00
Glasgow and Shunacadie	D. S. McKinnon	4	2	12 "	35 00
Glassburn and Main Post Road ...	J. B. McDonald	1/16	6	12 "	8 00
Glencoe and Upper Glencoe . ..	P. Campbell ..	5	2	12 "	39 88
Glendale and West Bay Road.....	A McDonald .	7⅔	6	12 "	244 00
Glenelg and Sherbrooke.....	T. McGrath	10½	3	12 "	133 00
Glengarry and Mabou..... .	A. Beaton ...	4	2	12 "	30 00
Glengarry Station and Ry. Station.	A. McArthur...	100 yds.	12	12 "	51 00
Glengarry Station and Union Centre	J. D. Nicholson.	22 r. t.	3	12 "	189 00
Glen Margaret and Head St. Margaret's Bay.....	W. Mahar	12	6	12 "	249 00
Glen Margaret and Peggy's Cove ..	O. Dauphinee	9½	6	12 " and arrears	181 63
Glenora and Main Post Road . .	W. A. Lamey .	4	3	12 "	35 00
Glenville and Willow Bank.....	D. D. McLellan.	1¾	3	1 " (from June 1, '02)	2 50
Glenwood and Railway Station...	J. Frost & Sons.	3	as req.	12 "	200 60
Glenwood and Roberts Island	do ..	3	2	12 "	25 00
Goldenville and Sherbrooke.. .. .	W. McGrath....	2½	3	12 "	70 00
Gore and Maitland...	R. S. Walker...	20	1 & 2	12 "	345 00
Gore and Mount Uniacke	J. E. Weather-head...	27	3	3 " (to Sept. 30, '01).	110 00
do do	D. McPhee.....	27	3	9 " from " ..	330 00
Gore and Newport	T. Lockhart....	41 r. t.	3	9 " (to Mar. 31, '02) (less fine).....	263 50
do do	G. A. Casey....	41 r. t.	3	3 " from " ..	88 25
Gore and Shubenacadie	A. L. Wallace..	40 r. t., 45 r. t., 33 r. t.	1	9 " (to Mar. 31, '02).	219 75
do do	J. W. Densmore	do ..	1	3 " from " ..	73 25
Graham's Siding and Ry. Station .	M. Brenton. ..	150 yds.	12	12 "	48 64
Grand Anse and Grandique Ferry..	J. McDonald ...	3	6	12 "	64 00
Grandique Ferry and Lennox Ferry	Municipality of Richmond....	¾	6	12 "	600 00
Grandique Ferry and West Arichat	J. Parker	10	6	12 "	380 00
Grand Lake Station and Railway Station.....	S. C. Fiske.. ..	300 yds.	12	12 "	35 00
Grand Narrows and Railway Stn..	E. A. McNeil...	¼	12	12 "	35 00
Grand Narrows Rear and Iona.....	A. McDonald ...	5	1	12 "	38 50
Grand Pré and Long Island. ...	A. Fullerton....	2½	3	12 "	80 00
Grand Pré and Melanson.....	J. L. Simson ...	3	3	12 "	70 00
Grand Pré and Railway Station ...	E. McLatchy...	¼	12	12 "	87 64
Grand River and Grand River Falls.	W. McKay.....	4½	1	6 " (to Dec. 31, '01).	6 00
do do ..	D. N. McKillop.	4	2	6 " from " ..	12 50
Grand River and St. Peters..	R. J. Morrison.	17	6	12 "	420 00
Granton and Westville	D. Porter.... ..	7	5	12 "	147 68
Granville Ferry and Victoria Beach.	D. Cronin. ...	17	6	12 "	298 00
Great Village and Londonderry Stn.	A. S. Kent.....	4	12	12 "	96 00
Green Cove and Main Post Road ..	J. Roberts.....	1¼	2	12 "	25 00
Greenfield and Middlefield	J. E. Tibert.....	5	3	12 "	73 00
Greenfield and Valley Station.....	A. J. McKenzie.	5	2	12 "	70 00
Green Harbour and Main Post Road	J. B. Firth.....	2	3	6 " (to Dec. 31, '01).	22 50
do do ..	G. E. Williams..	2	3	6 " from " ..	23 00
Green Hill and Westville.....	J. D. Cameron..	6	3	12 "	156 00
Greenville Station and Henderson Settlement.....	J. R. McKeand.	6	3	12 "	75 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Grindstone Island, Etang du Nord and South Beach	J. Patton	5-9½	1	Parts of seasons 1901 & '02	75 00
Grosses Coques and Railway Stn.	J. A. Comeau	4	12	12 months	200 00
Grosvenor and Railway Station	S. J. O'Neill	5	3	12 "	101 00
Gunning Cove and McNutt's Island	C. E. Rapp	3½	1	12 "	19 48
Guysboro' and Heatherton	D.D. Harrington	28	6	12 "	1,378 00
Guysboro' and Salmon River Lake	J. E. Lawlor	13	3	12 "	181 00
Guysboro' Intervale and North Intervale	J. M. Ferguson	3	3	10 " (to Apl. 30, '02).	34 44
do do	W. A. McKenzie	3	3	2 " from "	8 00
Half Island Cove and Lower Whitehaven	S. Hendsbee	13	6	12 "	274 00
Halfway Brook and Lily Vale	S. Pyke	2½	2	2 " (from May 1, '02)	5 00
Halfway River Station and Harrison Settlement	J. Harrison	7	2	8 " (to Feb. 28, '02).	62 36
do do	J. Fullerton	5	2	4 " from "	26 49
Halfway River Station and Pettigrew Settlement	H. Fullerton	4½	3	12 "	70 00
Halfway River Station and Railway Station	F. Fullerton	⅝	12	12 "	50 00
Halifax and Gottingen St. Branch	F. Hughes	1	18	12 "	140 00
Halifax and Morris St. Branch P.O.	L. Mylins	⅝	18	3 " (to Sept. 30, '01).	25 00
Halifax and Lower Prospect	S. Saunwhite	22½	1	12 "	84 00
Halifax and Letter Boxes	J. J. Murphy			Special trip	3 00
Halifax and Mahone Bay	McLean Bros.	62	6	12 months	2,075 00
Halifax and Margarets Bay, &c.	do			Special trips	60 40
Halifax and Prospect	J. Walsh	21	2	10 months, 14 d. (to May 14, '02)	108 86
do do	J. Doherty	21	3	1 " 17 d. (from May 14, '02)	29 05
Halifax—Special parcel delivery	F. Hughes			Dec., 1901	15 00
Halifax and Railway Station	J. Nolan	1⅛	as req.	12 months (less fine)	972 00
do do	H.W. Blackadar.	(to pay)		Special trips	3 80
Halifax and Sambro	J. N. Smith, jr.	21½	2	12 months	89 00
Halifax Letter Carriers' Service	Halifax Electric Tramway Co.			12,000 tickets	360 00
Halifax and West River Sheet Harbour	R. Stoddard	83 44/4	3 & 3	12 months (less fine)	1,744 04
Halifax and Wharf	H.W. Blackadar.	(to pay)		Special service	0 50
Hantsport and Lockhartville	B. Nason	3	3	12 months	78 00
Hantsport and Railway Station	S.W. Mitchener.	⅛	24	12 "	68 00
Harbour au Bouche and Ry. Stn.	M. Lavangie	2	12	12 "	75 00
Harbourville and Railway Station	C. Collins	12	3	12 "	153 16
Harmony Hall and Westfield	W. C. Harlow	3¼	1	12 "	22 00
Hawthorne and Port Hood	J. D. Beaton	4	2	12 "	19 48
Hay Cove and Loch Lomond	K. McDonald	12⅓	3	9 " (to Mar. 31, '02).	58 50
do do	R. D. Morrison	12⅓	3	3 " "	27 25
Hay River and Mount Young	A. S. McKinnon	1½	3	12 "	30 00
Hazel Hill and Little Dover	P. Sampson	4	2	12 "	60 00
Head of Indian Harbour Lake and Sherbrooke	A. F. Cameron	41 r. t.	3	3 " (to Sept. 30, '01).	48 25
Head of Jeddore and Lower West Jeddore	S. Doaks	9	3	12 "	109 49
Head of River Hebert and River Hebert	J. O. Scott	5	3	12 "	80 00
Heathbell and Scotsburn Station	D. G. McKay	3	3	12 "	71 00
Heatherton and Railway Station	D.D. Harrington	½	12	12 "	35 00
Heatherton and Summerville	J. Chisholm	3	1	2 " (to Aug. 31, '01).	3 50
Hebron and Railway Station	S. A. Bain	¼	12	12 "	75 00
Hectanooga and Railway Station	J. A. Blackadar.	50 yds.	12	12 "	40 05

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hilden and Railway Station	M. A. Brown	¼	12	8 mos. (to Feb. 28, '02).	30 41
do do	J. Wynn	¼	12	4 " from "	12 50
Hillaton and Railway Station	E. R. Osborne	500 yds.	24	12 "	95 00
Hill Grove and Railway Station	S. Thomas	4	3	12 "	40 00
Hillside and Railway Station	M. Ferguson	12½	3	12 "	148 20
Hodson and River John	W. Gammon	10	3	12 "	69 00
Homerville and Lower Port Morien	H. Spencer	9	1	12 "	40 00
Hopewell and Railway Station	R. W. Cunningham	¼	12	8 " (to Feb. 28, '02).	26 10
do do	F. Proudfoot	¼	12	4 " from "	16 66
Hortonville and Railway Station	F. G. Curry	¼	12	12 "	100 00
Indian Harbour Lake and Sherbrooke	A. Cameron	41 r. t.	3	9 " (from Oct. 1, '01)	144 75
Indian Point and Mahone Bay	J. Ernst	5½	2	3 " (to Sept. 30, '01).	14 75
do do	J. A. Andrews	5½	2	9 " from "	39 00
Inglisville and Lawrencetown	R. Beals	7	2	12 "	55 00
Inverness Asylum and Railway Stn.	D.T.McDonnell	½	6	1 " (from June 1, '02)	2 50
Iona and McNeil's Vale	F.X.S. McNeil	8½	2	12 "	79 68
Iona and Railway Station	E. A. MacNeil	½	12	12 "	50 00
Irish Cove and Lake Uist	D. McDougall	5	2	12 "	32 32
Iron Ore and Sunnybrae	J. McDonald	4	1	12 "	26 00
Ivera and Upper Settlement Middle River	J. N. McRae	2	2	12 "	20 00
Jacksonville and North Sydney	J. B. Jackson	3½	6	12 "	100 00
James River and James River Stn.	J. G. Nichols	3	2	12 "	39 48
James River Station and Ry. Stn.	J. McDonald	100 yds.	12	12 "	50 00
Jamesville and McKinnon's Harbour	M. McDonald	2	3	12 "	40 00
Jauvrin's Harbour and West Arichat	S. Bouin	5	2	12 "	90 00
Joggin Bridge and Railway Station	H. J. Woodman	1½	12	12 "	81 38
Joggin's Mines and Lower Cove	C. Melanson	3	6	12 "	199 00
Joggin's Mines and Railway Stn	do	¾	12	12 "	81 38
Jordan Bay and Shelburne	J. H. Bower	5-24 r.t.	3 & 3	12 "	197 00
Judique and Melford	J. J. McDonnell	14	2	12 "	95 00
Judique and Railway Station	E. McInnis	¾	12	1 " (from June 1, '02)	2 91
Judique and Upper South West Mabou	A. McLellan	9½	2	12 "	65 00
Kempt Head and Upper Kempt Head	D. K. McKenzie	3	2	1 " (to July 31, '01).	2 91
Kennetcook Corner and Noel	J. Murray	20 r. t.	2	12 "	80 00
Kennington Cove and Louisburg	A. McLean	6	1	12 "	40 00
Kentville and Lakeville	A. L. Boyle	19 r. t.	6	5 " (to Nov. 30, '01).	166 66
do do	M. Driscoll	19 r. t.	6	7 " from "	173 25
Kentville and New Ross	H. E. Ross	26	2	3 " (to Sept. 30, '01).	50 00
do do	J. S. Murphy	26	2	9 " from "	141 00
Kentville and Railway Station	J. R. Lyons	200 yds.	36	12 "	179 00
Kerrowgare and Sunnybrae	A. McL. Sinclair	4	2	12 "	46 00
Kewstoke and Whycocomagh	A. McQuien	7½	1	12 "	50 00
Kingsburg and Lunenburg	R. A. Backman	31 r. t.	3	5 " (to Nov. 30, '01).	132 60
do do	E. Naas	31 r. t.	6	7 " from "	262 16
King's Head and New Glasgow	M. McKenzie	7½	3	12 "	150 00
Kingsport and Medford	W. West	2	3	12 "	40 40
Kingsport and Railway Station	E. C. Wall	¼	24	12 "	55 00
Kingston Stn. and Melvern Square	F. Spinney	2½	6	12 "	115 00
Kingston Stn. and North Kingston	A. C. Vanbuskirk	9&15r.t.	1 & 2	12 "	100 00
Kingston Stn. and Railway Station	J. F. Reagh	100 yds.	12	12 "	31 30

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kingston Station and Tremont...	A. C. Vanbuskirk	14½ & 10 r. t.	1-1	3 mos. (to Sept. 30, '01).	18 75
do do do	M. H. Wilton ..	14½ & 16 r. t.	1-1	9 " from " ..	56 25
do do do	A. J. Saunders..	4	1	12 "	20 00
Kingsville and McIntyre's Mount'n	D. L. McIntyre.	5	2	9 " (to March 31,'02)	18 36
do do do	A. D. McIntyre.	5	2	3 " from " ..	10 50
Kingsville and Queensville..... ..	D. Boyd.....	3	2	12 "	45 00
Kinsmans Corner and Waterville..	R. D. Pinco	15 r. t.	6	12 "	241 04
La Have Island and West Dublin..	R. Bushen....	5	2	12 "	79 00
Lake Ainslie S. S. and Strathlorne.	L. McKinnon...	17¾	3	5 " (to Sept. 30, '01).	58 50
do do do	J. A. McKenzie.	20	3	9 " from " ..	114 00
Lake Annis and Railway Station .	G. A. Cossar....	½	6	12 "	50 00
Lake Killarney and Shinimecas Bridge.	E. Wood.....	3½	2	7 " (from Dec. 1, '01)	17 50
Lakeland and Railway Station	J. E. Brown....	½	6	12 "	102 96
Lake Munro and Milford.... ...	L. Orde..	7	3	12 "	65 00
Lake Pheasant and Springfield . ..	L. McNayr....	2½	3	3 " (from April 1, '02)	8 75
Lake Ramsay and New Ross	S. Hiltz	5	2	12 "	43 40
Lakevale and West Lakevale	R. R. Boyd ...	3½	6	12 "	90 00
Landor and Lower Stewiacke.....	R. J. Pollock..	4½	2	12 "	41 00
Langilles and Feeners Corner Railway Station	N. C. Feener....	½, 2 & 2½	3-2-1	12 "	85 00
Lansdowne Stn. and Pleasant Valley	J. W. Sutherland	13	3	12 "	153 64
Lansdowne Stn. and Railway Stn..	G. Sutherland .	½	12	12 "	50 00
Lapland and Newcomb..... .	J. A. Newcomb.	20 r. t.	1	12 "	47 00
Lawrencetown and Mineville	A. T. Crook....	5	3	12 "	39 00
Lawrencetown and Nictaux Corner	H. Daniels.....	16 r. t.	3	12 "	95 00
Lawrencetown and Railway Station	H. T. James...	¼	12	12 "	74 00
Leamington and Spring Hill.....	J. B. Nelson....	4	2	12 "	48 00
Leitche's Creek and Upper Leitche's Creek	A. Beaton	5	1	12 "	35 00
Lewis Bay and Marion Bridge.....	N. McDonald...	32 r. t.	3	12 "	234 00
Lewis Bay and Upper Grand Mira.	N. Campbell...	5	3	12 "	25 00
Lewis Mills and Mount Uniacke...	W. Glassey.....	8	2	12 "	120 00
Lewis Mountain and Whycocomagh Bay, N.S.....	N. Martin.....	4	2	12 "	33 99
Lexington and Port Hastings.....	J. McKinnon...	3	3	12 "	59 00
Linden and Pugwash.....	T. Hollis.....	10	6	12 "	232 52
Lingan and Sydney.....	A. McKinnon...	35 r. t.	6	2 " (to Aug 31, '01, and arrears)...	93 90
do do	J. McLean.....	35 r. t.	6	10 " (from Sep. 1, '01)	459 80
Linwood and Railway Station.....	H. DeCoste. ...	2	12	12 "	67 00
Liscomb Mills and West Liscomb..	W. A. Langille..	5½	2	12 "	50 00
Little Bass River and Pleasant Hills	D. McLaughlin.	5	2	12 "	41 00
Little Bras d'Or and Point Aconi..	J. Day.....	7	1	12 "	48 75
Little Glace Bay and McKay's Cor.	M. McKay.....	2¼	6	4 " (to Oct. 31, '01)..	60 00
do do do	D. Merlin ...	2¼	6	5 " from " ..	81 20
Little Glace Bay and Port Caledonia	C. Campbell...	3	6	9 " (to March 31,'02)	60 00
Little Glace Bay and Railway Stn.	do	¼	12	6 " (to Dec. 31, '01)..	52 86
do do do	L. Madore.....	¼	24	3 " (to March 31,'02)	30 00
Little Glace Bay and Sydney	do	14	.....	Special trip.....	3 00
Little Harbour and Reidway.....	S. J. Reid....	4	1	12 months..... ...	25 00
Little Judique and Little Judique Ponds.....	R. McDonald...	2	2	11 " (to May 31, '02)..	18 33
Little Judique and Rear Little Judique	M. Beaton.....	4	2	12 "	24 40
Little Judique and Railway Station	R. McDonald...	2½	6	1 " (from June 1,'02)	6 16
Little Lorraine and Main-a-Dieu...	H. McIntyre ...	4	1	12 "	20 00
Little Mabou and Port Hood....	A. McIsaac.....	4	1	12 "	15 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Little Pond and Sydney Mines	W. Marsh	4	1	12 months	19 00
Little Port L'Hebert and Sable River	S. A. Craig	10	2	12 "	120 00
Little River and Oxford	R. O'Brine	4	3	6 " (to Dec. 31, '01)	50 00
Liverpool and Milton	W. T. Stafford	3	12	12 "	147 00
Liverpool and Port Medway	G. Henderson	13	6	12 "	374 88
Liverpool and Western Head	A. L. West	7	3	12 "	150 00
Livingston's Cove and Point of Cape	D. McDougall	4	1	12 "	19 00
Lochaber Mines and Main Post Rd.	J. S. McCarty	1	6	12 "	35 00
Loch Broom and Railway Station	R. McLeod	¼	3	12 "	30 00
Londonderry Stn. and Railway Stn.	D. S. Giddens	200 yds.	12	12 "	65 00
Logan's Tannery and Railway Stn.	W. Trehill	½	12	12 "	48 00
Long Point and Railway Station	D. Chisholm	1½	6	1 " (from June 1, '02)	2 91
Lorway Mines and Old Bridgeport Mines	W. Giovanetti	3½	6	9 " (to March 31, '02)	131 25
Louisburg and Railway Station	W. H. Murphy	¾	24	12 "	81 28
Louisville and River John	C. Mingo	4	3	12 "	38 00
Lourdes and Railway Station	A. A. McDonald	½	12	12 "	52 00
Lovat and West River	J. W. Fraser	5	3	12 "	77 48
Lower Argyle and Morris Island	J. Babin	3	1-2	12 "	50 00
Lower Canard and Port Williams Station	J. L. Bishop	1-6	1-2-6	12 "	224 25
Lower Five Islands and Lynn	D. B. Lewis	6	2	12 "	53 00
Lower Fosters Settlement and Newburn	C. A. Jodrey	3	1	12 "	28 00
Lower L'Ardoise and Point Michaud	P. E. Sampson	4	2	12 "	26 00
Lower Meagher's Grant and Meagher's Grant	W. McCurdy	2½	3	5 " (to Nov. 30, '01)	25 00
do do do	W. McLean	2½	3	7 " from "	36 16
Lower Meagher's Grant and Musquodoboit Harbour	W. Usher	14	1	12 "	42 91
Lower Onslow and Truro	G. A. Barnhill	22 r.t. & 7	3-3	12 "	397 00
Lower River Hebert and Maccan	J. McAloney	9½	3	12 "	125 00
Lower River Inhabitants and Point Tupper	W. Oliver	12½	3	3 " (to Sept. 30, '01)	58 50
do do do	J. J. Proctor	12½	3	9 " from "	262 50
Lower Middle River and Main Post Road	D. McRae	¾	6	12 "	20 00
Lower Ship Harbour and Ship Harbour Lake	J. W. Webber	23 r. t.	3	12 "	100 00
Lower Stewiacke and Railway Stn.	R. J. Pollock	⅛	24	12 "	94 00
Lower Stewiacke and Ramsay	W. Ramsay	5	1	12 "	28 00
Lower Stewiacke and Wittenburg	E. H. McGregor	20½ & 23½ r. t.	21-33	12 "	143 32
Lower Wentworth and Railway Stn.	C. Angevine	8½	6	9 " (to March 31, '02)	131 25
do do do	J. H. Livingstone	8½	6	3 " from "	43 75
Lower West Pubnico and Pubnico Hoad.	L. B. Smith	9	6	12 "	224 00
Lower Point and Railway Station	A. McMaster	1¼	5	1 " (from June 1, '02)	4 16
Lucasville and Middle Sackville	G. H. Lucas	3	2	7 " 23 days (from Nov. 8, '01)	19 40
Lunenburg and Mabon Bay	R. A. Backman			Special trip	2 50
Lunenburg and Railway Station	do	½	12	12 months	74 72
Lunenburg and Second Peninsula	D. Zink	5	1	12 "	40 00
Lunenburg and Street Letter Box	J. M. Anderson	⅜	13	12 "	37 96
McAdam's Lake and Steel's Lake	H. McKinnon	4	1	12 "	22 00
McAulay's and Peters Brook	A. McLeod	3	1	12 "	30 00
McIntyre's Lake and Melville	J. Duff	3	3	12 "	40 00
McIntyre's Lake and Railway Station	D. McIntyre	¼	6	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McKinnon's Brook and Mabou	A. R. Beaton	11½	3	12 months	100 00
McKinnon's Harbour and Railway Station	J. Y. Gillis	½	6	12 "	36 00
McNaughton and Polson's Brook	A. McNeil	4	2	6 " (to Dec. 31, '01)	15 00
McNeely's and Main Post Road	F. McNeily	1	3	12 "	10 00
Mabou and Margaree Harbour	D. J. McLeod	34	6	11 " (to May 31, '02)	1,429 58
Mabou and Port Hastings	H. A. Archibald	38	6	12 "	1,600 16
Mabou and Railway Station	L. McNeil	1	12	1 " (from June 1, '02)	5 00
Mabou and South-west Ridge	J. A. Beaton	3	3	12 "	40 00
Mabou and Whycocomagh	L. McNeil	18	6	9 " (to Mar. 31, '02)	627 00
do do	J. P. Smith	18	6	3 " from "	117 74
Maccan and Railway Station	G. J. Harrison	½	24	12 "	118 92
Mader's Cove and Mahone Bay	J. W. Langille	3	6	12 "	93 00
Mahone Bay and Railway Station	W. H. Zwicker	1	12	12 "	92 00
Mahone Bay and Upper New Cornwall	A. C. Zwicker	13	1	12 "	64 00
Mahone Bay and Walden	C. A. Nass	14	1	12 "	92 00
Main-a-Dieu and Railway Station	H McIntyre	7	3	12 "	130 00
Main-a-Dieu and Scatarie Island	M. McCuish	9	1	12 "	124 48
Maitland and Noel	R. Webb	12	6	12 "	400 00
Maitland and Shubenacadie	T. Cox	20	6	12 "	750 00
Malagash Point and Railway Station	J. McInnis	3, 2½, 22½	6-3-3	12 "	165 00
Malignant Cove and Maryvale	W. J. McDonald	4	3	12 "	54 00
Malignant Cove and Merigonish	A. G. Fraser	22½	6	12 "	737 00
Manganese Mines and Valley Station	A. R. Fraser	3½	2	12 "	39 00
Marble Mountain and Militia Point	M. McLeod	7¾	3	12 "	72 48
Marble Mountain and Railway Station	D. Beaton	18	6	12 "	589 00
Margaree Forks and North East Margaree	P. E. Tompkins	5	6	12 "	99 00
Margaree Harbour and Whycocomagh	D. A. Campbell	39	6	11 " (to May 31, '02)	1,695 83
Margaree Harbour and Railway Station	R. McPherson	23	6	1 " (from June 1, '02)	118 75
Margaretville and Middleton	R. Magranahan	15	3	12 "	190 00
Margaretville and Morden	J. Redgate	13½	1	12 "	39 60
Marion Bridge and Trout Brook	N. Fergusson	5	1	12 "	25 00
Marion Bridge and Woodbine	W. A. McLean	6	2	12 "	40 00
Marshalltown and Railway Station	I. T. Morgan	1½	12	12 "	101 00
Marshville and River John	B. Langille	3½	3	12 "	40 00
Marshy Hope and Railway Station	J. W. Dewar	¼	3	12 "	26 00
Mattatalls Lake and Railway Station	A. Patriquin	12	3	12 "	128 00
Mavilette and Yarmouth	A. Bain	20	6	12 "	313 00
Meadows Road and Sydney Forks	S. Gillis	5½	2	12 "	77 00
Meadowville Station and Murrayfield	J. A. Ross	7	3	12 "	105 00
Meadowville Station and Railway Station	R. McConnell	⅛	12	12 "	54 32
Meadowville Station and Sundridge	G. Clark	4	3	12 "	69 00
Meiklefield and Main Post Road	J. D. Meikle	2	2	12 "	18 00
Meiklefield and Woodfield	do	4	1	12 "	15 88
Meisners and New Germany	B. Conrad	5	2	9 " (from Oct. 1, '01)	56 25
Melford and River Dennis Station	K. McKenzie	6½	6	12 "	119 00
Melford and Upper River Dennis	A. McPhail	2½	2	12 "	30 28
Melford and Victoria Line	K. McLennan	2½	3	12 "	25 88
Melrose and Sunnybrae	G. B. MacIntosh	35¼	3	3 " (to Sept. 30, '01)	135 00
do do	M. H. Grant	35	3	9 " from "	450 00
Merigonish and Railway Station	J. C. Mitchell	50 yds.	12	12 "	80 00
Meteghan and Railway Station	W. German	5½	12	12 "	48 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Middle Musquodoboit and Moose River Gold Mine	M. J. Higgins	14	3	12 months	234 00
Middle Musquodoboit and Murchyville	J. G. Reid	10 r. t.	2	12 "	48 40
Middle Musquodoboit and South Branch	G. Phalan	12	1	12 "	60 66
do do	J. G. Kent	13	1	Arrears, Apl. 6 '99 to June 30, '00.	4 94
Middle Musquodoboit and Wyses Corner	J. Higgins	27 r. t.	3	6 months (to Dec 31, '01)	76 00
do do	W. McCurdy	27	3	3 " (to Mar. 31, '02).	67 83
do do	J. Higgins	27	3	3 " from "	30 00
Middleton and Nictaux Falls	V. L. Whitman	8	6	12 "	167 00
Middleton and Outram	N. Healy	13	3	12 " and arrears	107 01
Middleton and Port George	F. S. Mosher	8	3	12 "	88 00
Middleton and Railway Station	O. Wheelock	¼	18	12 "	164 00
Milford Station and Railway Station	G.H.McFetridge	¼	12	12 "	62 60
Mill Road and New Ross	E. M. Boylan	5	1	12 "	24 48
Millville and Six Mile Brook	J. D. McKay	4¼	3	12 "	130 00
Minudie and River Hebert, West Side	J. Baird	7	6	4 " (to Oct. 31, '01).	83 33
do do	L. E. Brian	7	6	8 " from "	166 00
Mira Gut and Port Morien	E. B. Fultz	25 r. t.	1	12 "	60 00
Monks Head and Pomquet	P. J. Landry	2½	3	12 "	45 00
Mooseland and Tangier	T. H. Hilchey	13	3	12 "	190 48
Morden and Victoria Harbour	W. Dempsey	3⅝	1	12 "	28 44
Morrison and West Bay	R. Morrison	4	2	12 "	25 00
Moser's River and West River Sheet Harbour	J. S. Cameron	32½	3	6 " (to Dec. 31, '01).	390 00
do do	J. H. Dimock	32½	3	2 " (to Feb. 28, '02).	150 00
do do	J. S. Cameron	32½	3	4 " from "	247 66
Mosherville and Rawdon	J. Britton	7	2	12 "	65 00
Mossman's Grant and Railway Station	E. S. Knox	100 yds.	6	12 "	25 00
Mountain Road and River John	A. Patriquin	4	2	12 "	33 00
Mount Denson and Railway Station	M. J. Shaw	⅛	6	12 "	80 00
Mount Thom Settlement and Salt Springs	M. C. Fraser	6	3	12 "	99 00
Mount Uniacke and Railway Station	D. Reid	135 yds.	24	12 "	100 16
Mount Uniacke and Uniacke Mines	E. McLearn	4	3	1 " (from June 1, '02)	4 16
Mount Zion and Whycocomagh	D. Morrison	4	1	12 "	20 00
Mulgrave and Port Hawkesbury	J. Embro	1	12	11 " (from Aug. 1, '01)	144 50
Mulgrave and Railway Station	T. May	200 yds.	12	12 "	40 00
Munro's Bridge and Orangedale	H. A. Archibald	1½	2	12 "	25 00
Mushaboom and Main Post Road	J. Power	2½	2	5 " (from Feb. 1, '02)	26 66
Musquodoboit Harbour and Petpeswick Harbour	B. Young	6	3	12 "	50 00
Musquodoboit Harbour and Pleasant Point	A. Mosher	11	2	12 "	79 48
Musquodoboit Harbour and West Petpeswick	P. Young	5	3	12 "	40 00
Nappan Station and Railway Station	A. C. Barry	75 yds.	12	12 "	80 00
Nerissa and Port Shoreham	A. R. Hart	3	2	12 "	30 00
New Albany and Railway Station	E. A. Merry	¾	3	12 "	40 48
New Cumberland and West La Have Ferry	O. Corkum	9½	1	12 "	33 48
New Edinburgh and Weymouth Bridge	W. O. Doucett	5½	6	12 "	150 00
New Elm and Pleasant River	I. Lohnes	4	1	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
New Germany and Northfield	J. E. Lohnes	7	2	9 mos. (from Oct. 1, '01).	36 36
New Germany and Railway Station	J. H. McClelland	½	12	9 " (from Oct. 1, '01).	54 75
New Glasgow and Railway Station	J. W. Church	¼	60	12 "	445 24
New Glasgow and Trenton	do	1½	12	12 "	299 32
New Harbour and Junction Main Post Road	G. W. Pero	9	3	12 "	139 91
New Harbour and New Harbour West	A. T. Sangster	2	3	12 "	40 00
New Harris and New Harris Forks	J. McKenzie	5	2	12 "	50 00
New Harris Forks and Main Post Road	A. Stewart	300 yds.	12	12 "	10 00
New Jersey Settlement and Westchester Station	T. Scott	7	2	12 "	61 50
Newport and Newport Landing	W. H. Knowles	8-9	4-2	12 "	174 00
Newport and Newport Station	J. F. Rathbun	5	12	12 "	250 00
Newport and South Rawdon	R. G. Cochrane	24 r. t.	1	12 "	65 00
Newport and Upper Newport	do	10½	1	12 "	28 00
Newport and Walton	A. Chambers	20	6	12 "	558 00
Newport Station and Railway Station	L. H. Sweet	12 yds.	24	12 "	50 00
New Ross and Vaughan's	A. M. Ross	15	2	3 " (to Sept. 30, '01).	33 50
do do	E. M. Boylan	15	2	9 " from "	99 75
Newton and South Lochaber	R. A. McLean	6	1	12 "	28 48
Newville and Railway Station	W. W. Black	20 yds.	12	12 "	25 00
Nictaux Falls and Nictaux South	J. B. Banks	2½	1	3 " (to Sept. 30, '01.	3 75
do do	H. H. Saunders	2½	1	9 " from "	11 25
Noel and Shubenacadie	R. M. Sterling	34	1	12 "	170 90
Noel and Walton	J. Woodworth	14	6	8 " (to Feb. 28, '02).	254 00
do do	R. Webb	15	6	4 " from "	133 00
North East Margaree and Upper Middle River	J. McRae	13	2	12 "	85 00
North Gut St. Ann's and Main Post Road	N. McLeod	¼	6	12 "	10 00
North Lochaber and Sutherland	A. Manson	5½	3	12 "	89 00
North Middleboro and Pugwash Junction	W. K. Peers	9	3	12 "	117 00
North Range Corner and Railway Station	C. B. McNeill	½	12	12 "	68 86
North River Bridge and Oregon Glen	K. McLean	4	6	12 "	60 00
North Salem and Shubenacadie	J. W. Densmore	5	1	12 "	39 00
North Sydney and Railway Station	A. McDougall	¼	24	5 " (to Nov. 30, '01).	238 00
do do	A. Martell	⅓	24	1 " (to Dec. 31, '01).	104 00
do do	A. Lomie	½	24	6 " from "	284 00
North Sydney and Street Letter Box	A. A. Brotchie	½	18	12 "	75 00
North Sydney and Sydney	Cape Breton Electric Co.	5	6	5 " and 11 dys. from Jan. 21 '02	88 88
North Sydney and Sydney Mines	J. McNeil	3	12	9 " to Mch. 31, '02)	142 50
do do	N. McAulay	3	12	3 " from "	53 75
North Wallace and Pugwash	F. Tuttle	14⅝	3	7 " (to Jan. 31, '02).	98 18
Norwood and Railway Station	D. R. Saunders	100 yds.	6	12 "	50 00
Nyanza and West Side Middle River	H. McRae	4	2	12 "	50 50
Oakfield and Railway Station	F. H. M. Laurie	¼	12	12 "	39 99
Oban and St. Peters	J. R. Morrison	11	2	12 "	84 84
Odin and Stewiacke Cross Roads	A. Johnson	8¼	2	12 "	95 00
Old Bridgeport Mines and Railway Station	W. Giovanetti	900 yds.	12	12 "	50 00
Old Bridgeport Mines and Reserve Mines	do	3½	6	3 " (from Apl. 1, '02)	43 75
Onslow Station and Railway Station	A. McCurdy	¼	12	12 "	76 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Orangedale and South Side Whycocomagh Bay	A. McKinnon	4	1	12 months	24 48
Oxford and Oxford Junction Station	W. Dunsmore	3½	6	12 "	124 80
Oxford and Railway Station	N. S. Thompson	1	24	12 "	125 20
Oxford and Rockley	T. McLeod	10	2	12 "	89 00
Oxford and West Hansford	R. H. Thompson	3	3	12 "	50 00
Oxford Junction and Railway Station	C. Fillmore	150 yds.	12	12 "	30 00
Paradise and Port Lorne	E. S. Grant	8	2	12 "	58 56
Paradise and Railway Station	H. W. Longley	½	12	12 "	80 00
Paradise and Roxbury	R. Hinds	7	1	12 "	30 00
Parrsboro and Railway Station	F. McAleese	¼	12	12 "	100 00
Parrsboro and Two Islands	M. A. Wasson	5	2	12 "	25 64
Pennant and Sambro	J. E. Tough	3	2	12 "	32 00
Pictou and Pictou Island	C. D. Patterson	12	1	12 "	234 00
Pictou and Pictou Landing	J. R. Christie	1¼	6	12 "	197 80
Pictou and Prince Edward Island Mails	P. Carroll			Season 1901-02	80 50
Pictou and Railway Station	W. McDonald	¼	as req.	12 months	413 16
Pictou and Street Letter Boxes	do	1½	12	12 "	156 50
Pictou and West River Station	T. G. Anderson	25½	6	9 " (to Mch. 31, '02)	405 00
do do	D. McKersie	25½	6	3 " from "	125 00
Piedmont Valley and Railway Station	J. A. McDonald	¼	6	12 "	48 00
Pine Tree and Railway Station	R. Mitchell	1½	3	12 "	70 00
Piper Glen and Upper Margaree	J. Stewart	4	2	12 "	25 00
Pleasant Bay and Polletts Cove	J. G. McIntosh	10	1	12 "	38 33
Pleasant Valley Corner and South Ohio	L. Tedford	6¼	3	12 "	92 00
Plympton and Railway Station	C. M. Melanson	3	12	12 "	108 00
Point Edward and Sydney	D. Beaton	4½ & 8	1	12 "	49 58
Point Tupper and Railway Station	H. K. McDonald	¼	12	1 " (from June 1, '02)	4 16
Polsons Brook and Upper South River	A. McNeil	4	2	6 " (from Jan. 1, '02)	15 00
Pomquet and Railway Station	A. Melanson	2	6	12 "	55 00
Pomquet Station and Railway Station	F. Benoit	¼	6	12 "	25 00
Port Caledonia and Port Morien	J. Macaulay	5½	6	4 " and 22 dys. (from Nov. 9, '01)	131 25
Port Hastings and Railway Station	G. L. McQuarrie	6¼	12	12 "	599 00
Port Hastings and The Long Stretch	H. A. Archibald	4½	1	12 "	40 00
Port Hastings and Wharf	G. L. McQuarrie	¼	12	9 " (to Mch. 31, '02)	62 00
Port Hawkesbury and Railway Station	J. Embree	¼	24	1 " (from June 1, '02)	13 00
Port Hood and Port Hood Island	J. Smith	1½	3	12 "	78 00
Port Hood and Railway Station	R. McDougall	1¼	12	1 " (from June 1, '02)	6 25
Port Hood and South West Port Hood	A. McDougall	5½	2	11 " (to May 31, '02)	36 66
Port Hood Mines and Railway Station	A. C. McEachern	¼	12	1 " (from June 1, '02)	3 33
Port Joli and St. Catharines River	L. Robertson	6	1	12 "	26 24
Port Morien and Railway Station	J. Macaulay	2½	12	11 " (to May 31, '02)	112 75
Port Mouton and South West Port Mouton	E. Bowers	4	1	12 "	35 33
Port Royal and West Arichat	B. Sampson	3	6	12 "	82 52
Port Williams and Town Plot	H. L. Rafuse	6½ r. t.	6	12 "	85 00
Port Williams Station and Railway Station	F. E. Forsyth	12 yds.	24	12 "	62 60
Port Williams Station and White Rock Mills	J. L. Bishop	5	3	12 "	62 36

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Preston and Main Post Road.	A. Delonghry...	½	6	12 months.....	50 00
Princeport and Truro.	A. Yuill..	23 r. t. & 16	6-2-1	12 „	333 00
Princess Lodge and Railway Platform.	L. A. Weir.....	¼	6	12 „	50 00
Pugwash and Pugwash River	D. H. Fraser....	6	3	12 „	72 72
Pugwash and Railway Station.. ..	M. Chapman....	½	24	12 „	36 79
Pugwash Junction and Ry. Station	W. Highet.....	150 yds.	6	12 „	29 74
Pugwash and Stone House..... .	P. McLean.....	9	3	6 „ (from Jan. 1, '02)	64 00
Rear Block River and West Bay...	J. W. Morrison.	4	2	12 „	60 00
Riverdale and Weymouth Bridge..	J. E. Wagoner..	11½	1	12 „	56 32
River Dennis Station and South Side Basin River Dennis	J. J. McPhail...	9	6	12 „	179 00
River Hebert and Railway Station.	J. O. Scott.. ...	1½	12	12 „	128 00
River John and Railway Station...	W. Gammon....	1	18	12 „	58 48
River John and Welsford..... ..	C. G. Langille..	3	3	6 „ (to Dec. 31, '01)..	30 00
do do	B. S. Langille..	3	3	6 „ from „ ..	22 50
River John and Westerly.....	C. A. Sellars....	5	3	12 „	70 00
Riversdale and Railway Station....	D. H. Fraser.. .	⅛	12	12 „	44 00
Riversdale and Upper Kemptown..	K. W. McLean.	8½	2	12 „	125 00
Riversdale and West Bay Road....	D. McDonald...	4	3	12 „	55 00
Rockingham and Brazil Lake Station	O. P. Ryerson..	18	3	12 „	185 00
Rockingham Station and Railway Station.	C. S. Davison...	½	12	12 „	80 00
Roman Valley and St. Andrews....	A. McGillivray	15	3	12 „	145 00
Roseburn and Whycocomagh ...	J. McLean.....	8	1	12 „	40 00
Ross Ferry and Upper Kempt Head	D. K. McKenzie	4½	2	2 „ (to Sept. 30, '01).	8 75
Round Hill and Railway Station...	S. E. Bancroft..	½	12	12 „	75 00
St. Andrews and Upper Springfield	E. Bray.....	10	2	12 „	57 00
St. Peter's and McIntyre's Lake Station..... ..	D. A. McLeod .	30½	6	12 „	1,479 64
St. Peter's and Sydney.....	V. Richey	61½	6	12 „	1,953 48
Sable River and Swansburg..	A. Swansburg...	11	3	12 „	149 00
Salem and Stanley....	H. Logan.. ..	2	2	12 „	40 00
Salmon River Lake and South River Lake.....	R. Flynn.....	15	3	12 „	117 48
Salt Springs and Upper..... ...	H. Gillis.....	8	2	3 „ (from April 1, '02)	17 50
Salt Springs Station and Railway Station.	J. W Black ...	20 yds.	12	9 „ (to Mar. 31, '02).	18 80
do do ..	A. Howlett. .	20 yds.	12	3 „ from „ ..	7 50
Saulnierville and Railway Station..	M. A. Comeau..	1¾	12	12 „	140 85
Saulnierville Station and Railway Station.....	B. C. Comeau...	⅛	6	12 „	31 30
Scotch Hill and Main Post Road...	D. McNei.....	2	3	12 „	25 00
Scotch Village and Woodville.. ...	A. Cochran.....	10	1	12 „	33 00
Scotsburn Station and Railway Station.....	D. McKay.....	50 yds.	12	12 „	62 60
Scotsburn Station and Upper Scotsburn	G. W. Campbell	4	2	12 „	40 00
Scotsburn Station and West Branch River John.....	J. Rae..	14	6	4 „ (to Oct. 31, '01)..	148 33
do do ..	D. W. McMillan	13⅝	6	8 „ from „ ..	293 33
Scotsville and Strathlorne.....	J. M. Kennedy.	9	2	12 „	50 00
Shad Bay and White's (Prospect Road)	M. Burke... ...	2	4	12 „	45 00
Sheffield Mills and Railway Station	J. H. Beckwith.	¾	12	12 „	60 00
Shelburne and Barrington Passage Station.	J. Frost & Sons	28	as req.	12 „	1,440 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shelburne and Upper Ohio	C. Harding	38	2	12 months	155 48
Sherbrooke and West River Sheet Harbour	A. F. Cameron	61½	3	8 " (to Feb. 28, '02)	1,190 00
do do	M. McGrath	62	3	4 " from "	488 00
Short Beach and Yarmouth	A. Bain	25 r. t.	4	12 "	300 00
Shubenacadie and Railway Station	A. C. Stenshorn	100 yds.	42	12 "	142 31
Shunacadie and Railway Station	D. S. McKinnon	½	6	12 "	30 00
Sissiboo Falls and Railway Station	L. Teabo	3	6	12 "	60 00
Six Mile Road and Wallace Station	A. Benjamin	4	3	12 "	49 92
Skye Mountain and Whycocomagh	A. G. Nicholson	¾	1	12 "	41 08
Sluice Point and Surette Island	J. Moulaisong	2½	2	12 "	70 00
Sluice Point and Tusket	A. J. Lent	9	2	12 "	83 00
Smith's Cove and Railway Station	E. W. Potter	½	12	12 "	78 25
Sober Island and Watt Section Sheet Harbour	E. Harnish	6	3	12 "	75 00
Somerset and Railway Station	G. W. Kinsman	2½	3	12 "	52 48
Southampton and Railway Station	G. S. Davison	½	12	12 "	80 00
South Branch and Upper Stewiacke	S. A. Fulton	17 r. t.	3	12 "	120 00
South Farmington and Railway Station	A. W. Randall	½	12	3 " (to Sept. 30, '01)	17 99
do do	M. T. Pearson	½	12	9 " from "	53 97
South Gut, St. Ann's and Tarbot	N. Carmichael	20	3	12 "	223 00
South Harbour and White Point	J. D. McPherson	9	2	12 "	95 00
South Merland and Tracadie	J. Wyette	8	1	12 "	25 00
South Ohio and Railway Station	J. E. Allen	½	12	12 "	40 69
South West Margaree and Whycocomagh	D. J. Ross	26	3	1 " (from June 1, '01)	42 00
South Uniacke and Railway Station	R. Irving	100 yds.	6	12 "	30 00
South West Port Hood and Railway Station	D. Campbell	1¼	6	1 " (from June 1, '02)	1 66
Springdale and Main Post Road	P. B. Hurlbert	2½	2	12 "	25 00
Spring Hill and Railway Station	H. A. B. Glendinning	⅓	36	12 "	203 08
Spring Hill and Windham Hill	D. W. Herrett	⅐	2	9 " (to Mar. 31, '02)	74 10
do do	A. H. Herrett	⅐	2	3 " from "	19 25
Spring Hill Junction and Railway Station	E. A. McKenzie	¼	12	12 "	39 11
Spry Bay and Taylor's Head	S. McCarthy	2½	3	12 "	43 00
Stellarton and Railway Station	R. Fraser	¼	42	12 "	282 97
Stoddarts and Railway Station	C. W. Stoddart	¼	2	12 "	35 00
Streets Ridge and Thomson Station	W. E. Lockhart	20½	6	12 "	288 04
Sunnybrae and Railway Station	J. J. Cameron	13	6	12 "	398 00
Sydney and Railway Stations	C. J. Logue	¼	24	3 " (to Sept. 30, '01)	138 50
do do	S. M. Logue	¼	24	9 " from "	441 10
Sydney and Whitney Pier	W. D. Sparling	3	6	6 days (from June 25, '02)	3 50
Sydney and Whitney River	J. A. McLean	3	6	72 trips	18 00
Sylvester and Railway Station	T. Gray	50 yds.	6	12 months	10 00
Tatamagouche and Railway Station	C. K. McLellan	½	12	12 "	31 20
Tatamagouche and Tatamagouche Mountain	D. Menzie	18½ r. t.	3	12 "	200 00
Tatamagouche and West New Annan	R. Gass	6¾	3	12 "	66 25
Thomson Station and Railway Station	J. W. Matlinson	¼	12	12 "	50 00
Thomson Station and Westchester	J. W. Rushton	13	2	12 "	136 00
Three Mile Plains and Railway Platform	W. Sivright	20 yds.	6	12 "	50 00
Tracadie and Railway Station	P. Delorey	½	12	12 "	60 00
Troy and Railway Station	G. Laidlaw	1	6	1 " (from June 1, '02)	2 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Truro and Railway Station, &c ...	J. G. Miller....	½, ½, 50 yds.	as req.	12 months	280 00
Truro and Upper Brookside.....	J. Clifford	4	2	12 "	40 00
Tupperville and Railway Station...	H. Chipman....	¾	12	9 " (to Mar. 31, '02).	37 50
do do ..	H. A. Cullen...	¾	12	3 " from " ..	12 50
Tusket Wedge and Yarmouth	J. J. LeBlanc...	12	as req.	12 "	624 00
do do	E. LeBlanc.....	12	as req.	One trip.....	3 00
Upper Clements and Railwsy Station	J. F. Williams..	½	12	12 months	50 00
Upper Dyke Village and Railway Station.	G. E. Barnaby..	3	6	12 "	133 75
Upper Musquodoboit and West River Sheet Harbour.	A. J. B. Clark..	28½	3	9 " (to Mar. 31, '02).	126 00
do do ..	N. Stewart.....	28	3	3 " from " ..	123 50
Upper Newport and Woodville...	L. Dimock.....	1½	1	12 "	17 48
Valley Station and Railway Station	A. Christie.....	600 yds.	12	12 "	62 60
Wallace Bay North and Pugwash Junction Station	H. Brown	5	6	12 "	175 00
Wallace Bridge and Railway Station	M. K. Dotten...	4	12	12 "	124 36
Wallace Grant and Wallace Station	R. N. Tingley..	4½	3	12 "	49 60
Wallace Station and Railway Station..	J. F. Allan.....	⅛	6	12 "	30 00
Waterville and Railway Station ...	E. Pineo... ...	100 yds.	12	12 "	50 00
Waterville and South Waterville...	F. Parrish	11	1	12 "	32 00
Waverly and Windsor Junction....	J. Otto	3	6	12 "	132 50
Wellington Station and Railway Station	E. Largie. . .	¾	6	3 " from Apl. 1, '02.	25 00
Wentworth Creek and Windsor....	J. Holden... ...	9½ r.t.	3	12 "	75 00
Wentzell's Lake and Railway Platform....	W. T. Wentzel .	¼	2	12 "	20 00
West Alba and Alba Platrorm.....	D. H. Kennedy.	2½	3	12 "	30 00
Westbrook and Railway Station ...	E. C. Dickinson.	1	12	12 "	100 16
Westbrook Mills and Railway Station.....	E. G. Lewis....	¼	12	12 "	50 00
Westchester and Westchester Station.....	E. J. Purdy. ...	17 r.t.	2	4 " (to Oct. 31, '01)	26 66
do do ..	H. J. Purdy....	17 r.t.	2	8 " from " ..	56 00
Westchester Station and Railway Station...	H. Hunter.....	20 yds.	12	12 "	31 30
West Lawrencetown and Main Post Road	T. A. Nangle...	½	6	12 "	50 00
West Merigomishe and Railway Station	J. Olding. . .	1	6	12 "	50 00
West River Station and Railway Station	A. Fraser.	75 yds.	12	12 "	60 00
Westville and Railway Station ..	J. Johnston	½	36	12 "	200 32
Weymouth and Railway Station...	C. D. Jones	1¾	12	12 "	156 00
Weymouth Bridge and Railway Station	H. S. Hoyt.....	¼	12	3 " (to Sept. 30, '01).	30 00
do do ..	G. J. Hoyt.....	¼	12	9 " from " ..	93 00
Whycocomagh and Railway Station	D. J. Ross.....	9	12	12 "	160 00
Whycocomagh and Whycocomagh Mount..	N. MacDonald..	4	1	12 "	20 00
Willowbank and Railway Station..	C. Kennedy ...	2½	12	1 " (from June 1, '02)	12 41
Wilmot and Railway Station.....	A. D. Munro...	1⅝	12-12	12 "	81 12
Windsor and Railway Station.....	P. S. Burnham .	½	24	12 "	274 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Windsor Junction and Railway Station	M. Hessian	½	36	12 months	80 00
Windsor Junction and Halifax and Annapolis Postal Cars and Halifax and Moncton Postal Cars	do	20 yds.	as req.	12 "	60 00
Wolfville and Railway Station	G. V. Rand	⅛	24	12 "	140 00
Woodbourne and Railway Station	D. Ballentine	1½	2	1 " and 5 days. (to Aug. 5, '01)	4 89
do do	R. Ballentine	1½	2	10 " and 26 dys. (from Aug. 6, '01)	45 11
Yarmouth and Railway Station	A. Bain	1¼	22	12 "	300 00
do do	do	1/256	as req.	12 "	150 00
Yarmouth and Street Letter Boxes	Yarmouth Street Railway Co	4 r.t.	14	12 "	125 00
				Total	134,288 50

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alexandria and C. A. Railway Stn.	A. J. McDonald	1	30	3 months and 12 days (to Oct. 12, '01)..	39 80
do do	do ..	1	24	8 " and 19 days (from Oct. 13, '01)...	80 84
Alexandria and Green Valley Railway Station.....	A. McMillan ...	4	12	12 "	175 00
Alexandria and Kirkhill..... .. .	J. McIntosh ...	11	6	12 "	268 00
Alexandria and McCrimmon. ...	M. McLeod. ...	9	6	12 "	299 00
Alfred and Alfred Station.....	H. Pilon.	3	12	12 "	45 00
Alfred and Montebello	O. Larocque.. .	11	6	6 " (to Dec. 31, '01)	130 00
do do	do	11	6	6 " from " ..	161 50
Algonquin and Brockville.....	E. Coville	10½	6	12 "	300 00
Algonquin and Glenmore	do	3	3	12 "	100 00
Algonquin Park and Railway Stn..	Gilmour & Co...	1¼	12	12 "	120 00
Alice and Pembroke.	A. F. Stresman.	11	1	12 "	45 00
Allumette Island and Pembroke....	M. McGuire....	7	2	12 "	114 00
Almonte and Clayton..	E. Blair.. ...	10	6	12 "	180 00
Almonte and Railway Station.....	R. Cochran....	¼	36	12 "	112 68
Almonte and West Huntley.. . .	B. Manion.....	12	3	12 "	99 00
Althorpe and Maberly.....	W. J. Morris..	10½	2	12 "	95 00
Angers and Cousineau.	M. Carrière.....	6	2	12 "	50 00
Angers and Railway Station.	L. Moncion.....	¼	12	12 "	90 00
Apple Hill, Maxville and Ry. Stn..	H. Alguire	8 & ¼	6 & 6	3 " (to Sept. 30, '01)	56 25
do do	T. W. Dingwall.	8 & ¼	6 & 6	9 " from " ..	168 75
Apple Hill and Railway Station...	M. A. Grant....	¼	12	12 "	71 76
Appleton and Carleton Place	J. Peever.....	4¼	12	12 "	184 00
Archer and Bouck's Hill..	S. W. Pruner..	9	3	12 "	100 00
Arnprior and C. A. Railway Station	J. Dagenais.....	¼	12	12 "	78 25
Arnprior and C. P. Railway Station	J. J. Grace. ..	¾	24	12 "	236 00
Arnprior and White Lake..... .	G. A. Lough....	12	6	12 "	315 00
Ashton and Prospect	W. T. Burrows .	11	3	12 "	189 00
Ashton and Railway Station. ..	N. H. Conn	2	6	12 "	80 00
Augsburg and Eganville.	J. Wodtke.. ...	5	3	12 "	70 00
Aultsville and Bush Glen	G. I. & H. Bush.	9	2	12 "	80 00
Aultsville and East Williamsburg..	W. Pruner... ..	4½	3	12 "	75 00
Avonmore and Lodi.....	D. Cameron....	2⅝	6	12 "	89 00
Avonmore and Railway Station....	S. E. Shaver. ..	¼	12	12 "	100 00
Aylwin and Railway Station.....	B. N. Reid....	2	6	12 "	125 00
Bainsville and Curry Hill	J. A. Curry.....	3	3	12 "	80 00
Bainsville and Railway Station...	D. D. McCnaig .	⅛	12	12 "	60 00
Balderson and Prestonvale.....	W. McFarlane..	5	3	12 "	70 00
Balsam Hill and Renfrew.....	J. Harris.	10	3	12 "	100 00
Balvenie and Strains Corners.	J. Holly..... ..	1	4	12 "	40 00
Barb and Railway Station	A. A. LeRoy...	3⅛	6	12 "	157 00
Barry's Bay and Railway Station ..	W. Martin.....	300 yds.	12	12 "	62 60
Barryvale and Railway Station....	P. Barry	150 yds.	6	12 "	35 00
Basin Depot and Killaloe Station..	J. McGaghran..	38	2	12 "	398 00
Basin du Lievre and Railway Stn..	J. Laflamme..	½ & ¼	6 & 6	12 "	50 00
Beachburg and Cobden	W. Tuffy.	13	6	12 "	394 00
Bell Mount and Otter Lake.....	G. Carey . . .	12	3	12 "	139 00
Berwick and Glenpayne.....	J. D. McInnes..	3½	1	12 "	52 00
Berwick and Railway Station	J. W. Hutt	⅓	12	12 "	50 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bellerica and Railway Station	E. A. Pritchard	⅛	12	12 months	35 00
Bishop's Mills and Prescott	T. Baker	16	6	3 " (to Sept. 30, '01).	225 00
do do	S. Doole	16	6	9 " from "	296 25
Bissett's Creek and Railway Station	C. W. McIntyre	20 yds.	6	12 "	25 04
Blackburn and Orleans	R. Dagg	3½	2	12 "	55 00
Black Donald and Mount St. Patrick	J. Moore	10	1	12 "	60 00
Blakeney and Railway Station	R. F. Stewart	1/16	6	12 "	65 00
Boileau and Vernet	O. Charon	3	2	12 "	50 00
Bonfield and Chiswick	B. Perron	10	1	12 "	80 00
Bonfield and Railway Station	M. Cahill	1	12	12 "	150 00
Borromee and Orleans	T. Yachon	4	1	12 "	35 00
Bouck's Hill and Froatsburn	O. L. Prunner	4	2	3 " (to Sept. 30, '01).	11 25
do do	A. Froats	4	2	9 " from "	26 25
Bowesville and Railway Station	H. Graham	2	3	12 "	70 00
Braeside and Railway Station	J. Gillies	1/16	12	12 "	50 00
Brays Crossing and Railway Crossing	E. Kelly	30 yds.	2	12 "	16 00
Breadalbane and Vankleek Hill	C. Campbell	5	3	12 "	75 00
Bristol and Maryland	W. W. Shirley	6	6	12 "	153 00
Bristol Mines and Elmside	J. Ade	3	3	6 " (to Dec. 31, '01).	35 00
do do	M. M. McCredie	3	3	6 " from "	33 50
Bristol Ridge and Caldwell	S. A. W. Horner	2¾	3	12 "	45 00
Britannia Bay and Railway Station	B. McAmmond	30 yds.	12	12 "	15 00
Brockville and Morristown	W. P. Wells	2	6	12 "	165 00
Brockville and C. P. Railway Stn	W. J. Clow	1	26	12 "	144 00
Brockville and Railway Station Transfers (C. P. & G. T.)	do	20 yds.	24	12 "	250 00
Brockville and Street Letter Boxes	W. Edgar	3¾	12	9 " (to Mar. 31, '02).	93 75
do do	J. McKenzie	3¾	12	3 " from "	30 75
Brodie and Glen Robertson	W. Sabourin	5	6	12 "	202 00
Bromley and Douglas	R. Ross	2¾	3	12 "	60 00
Brooke and Wemyss	E. Donnelly	3	2	12 "	34 50
Brudenell and Foymount	E. Jessup	4	3	12 "	49 00
Bryson and Portage du Fort	J. Brownlee	8	6	9 " (to Mar. 31, '02).	123 75
do do	do	8	6	3 " from "	30 00
Bryson and Railway Station	do	5	12	12 "	99 00
Buchanan and Chalk River	J. I. Walker	10	1	12 "	80 00
Buckingham and Notre Dame de la Sallette	G. Latour	18	3 & 6	12 "	470 00
Buckingham and Railway Station	C. W. Pearson	3	24	3 " (to Sept. 30, '01).	50 00
do do	do	3	24	9 " from "	225 00
Burk's Corners and North Nation Mills	P. Lacoste	5	1	12 "	45 00
Burnstown and Springtown	A. Wilson	5⅛	3	12 "	81 07
Burrett's Rapids and North Montague	H. Thompson	7	1	12 "	52 00
Cahore and Crysler	F. Evans	4	3	12 "	120 00
Calabogie and High Falls	J. Dillon	7	1	12 "	60 00
Calabogie and Railway Station	do	¼	12	6 " (to Dec. 31, '01).	49 00
do do	F. A. Baxter	¼	12	6 " from "	43 40
Caldwell and Glengyle	R. Horner	1	6	12 "	50 00
Caldwell's Mills and Railway Stn	M. McDonald	⅜	12	12 "	60 00
Caledonia Springs and Railway Stn	I. Lalonde	350 yds.	12	12 "	90 00
Calumet Island and Dunraven	J. O. Hare	8	3	12 "	59 00
Calumet Island and Railway Station	J. A. Cahill	1½	13	12 "	93 33
Calvin and Mattawa	J. Soucie	7¾	3	12 "	90 00
Campbell's Bay and Railway Station	P. McNally	40 ft.	12	12 "	25 00
Campbell's Bay and Smith's Corners	D. D. Smith	3	2	12 "	50 00
Canaan and Vars	I. H. Lamond	25⅜	6	12 "	378 00
Cannamore and Chesterville	M. Robinson	15	6	12 "	239 00
Cantley and Kirk's Ferry	M. Reid	3	6	12 "	160 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cantley and Lucerne	I. Blackburn	19	2	3 mos. (to Sept. 30, '01).	50 00
do do	D. McMillan	19	2	9 " from "	127 50
Cardinal and Hyndman	A. McFadden	13½	3	12 "	175 00
Cardinal and Railway Station	T. J. Dillon	1	21	12 "	150 56
Carleton Place and McCreary	D. Sinclair	4	6	12 "	154 00
Carleton Place and Railway Station	J. McFarlane	¾	48	12 "	313 00
Carp and Elm	W. Falls	3	3	12 "	64 00
Carp and Huntley	W. H. Bleeks	4½	6	12 "	124 00
Carp and Railway Station	do	¼	12	12 "	75 12
Carsonby and North Gower	B. Eastman	3½	3	12 "	60 00
Carswell and Railway Station	A. Stewart	500 yds.	3	12 "	50 00
Cascades and Railway Station	R. Reid	¼	12	12 "	60 00
Cashion's Glen and Cornwall	J. A. Cashion	12	2	3 " (to Sept. 30, '01).	46 25
do do	T. Laplante	12	2	4 " (to Jan. 31, '02)	88 00
do do	do	12	3	5 " from "	117 83
Casselman and Lemieux	J. Leroux	6½	3	9 " (to Mar. 31, '02).	86 25
do do	S. Dignard	6½	3	3 " from "	31 00
Casselman and Railway Station	A. Lalonde	250 yds.	24	12 "	40 00
Casselman and St. Albert	J. Chartrand	6	6	4 " 18 days (to Nov. 18, '01)	51 73
do do	do	6⅘	6	7 " 12 days (from Nov. 19, '01)	94 38
Castile and Rochefort	T. Mullin	4	3	12 "	117 00
Castleford and Castleford Station	W. J. Humphries	2¼	6	12 "	190 00
Castleford Station and Railway Stn.	J. B. Dickson	200 yds.	12	3 " (to Sept. 30, '01).	15 00
do do	G. McLaren	200 yds.	12	9 " from "	45 00
Cawood and Danford Lake	G. Foster	8	1	12 "	35 00
Cedar Hill and Pakenham	S. Connery	5½	3	12 "	105 00
Chalk River and Railway Station	T. Field	2½	12	12 "	200 32
Chapeau and Waltham Station	A. S. Maloney	9½	6	12 "	202 00
Chard and Pendleton	J. Johnston	4	2	12 "	60 00
Charteris and Greer Mount	W. Judd	8	4	3 " (to Sept. 30, '01).	26 25
do do	W. D. Acres	8	4	6 " (to Mar. 31, '02)	57 00
do do	F. Maxwell	8	4	3 " from "	28 50
Chartrand and Navan	E. Chartrand	3	6	12 "	95 00
Chelsea and Old Chelsea	J. Sweeney	1¼	6	12 "	50 00
Chelsea and Railway Station	H. B. Prentiss	¼	12	12 "	54 83
Chêneville and Duhamel	G. Carrière	13	2	12 "	75 00
Chêneville and Papineauville	A. Fortier	22	6	11 " (from Aug. 1, '01)	365 75
Chêneville and St. André Avellin	P. Hay	13	6	1 " (to July 31, '01)	33 33
Chêneville and St. Emile de Suffolk	J. Binda	12	6	12 "	295 00
Chesterville and Morrisburg	R. McDonald	18½	6	12 "	390 00
Chesterville and Railway Station	J. G. Gillespie	¼	12	12 "	75 00
do do	J. Foster	¼	12	12 "	79 00
Christy's Lake and Manion	J. Robinson	7	3	3 " (to Sept. 30, '01).	30 00
do do	A. D. Chaplin	7	3	9 " from "	54 00
Clarence and Clarence Creek	A. Thivierge	5	6	4 " (to Oct. 31, '01).	66 25
do do	A. Diotte	5	6	8 " from "	133 33
Clarence and Thurso Railway Stn	W. H. Dwyer	3	12	4 " (to Oct. 31, '01).	65 00
do do	A. McNamara	3	12	2 " (to Dec. 31, '01) less fine	48 00
do do	E. P. Murphy	¼ & 3	6	5 " from "	104 17
Clarence and Rockland	L. Dehaitre	3	6	3 " (from June 1, '02)	16 67
Clarence Creek and The Lake	N. Ouellette	5	2	12 "	70 00
Clayton and Halpenny	N. Halpenny	5	1	12 "	34 00
Clayton and Rosetta	R. T. Whalen	7½	2	12 "	69 00
Clayton and Tatlock	W. J. Rintoul	11	3	12 "	113 00
do do	C. Mangan	10	3	3 " (to Sept. 30, '01)	35 00
Clontarf and Foymount	A. Johnston	10	3	9 " from "	150 00
Cobden and Osceola	J. Ross	4 & 22	3 & 3	12 "	174 00
Cobden and Railway Station	do	¼	24	12 "	74 00
Colfield and Railway Station	M. Hughes	1	6	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Colquhoun and Dunbar	J. J. Colquhoun	11½	3	12 months	139 00
Combermere and Railway Station	J. C. Hudson	13	6	12 "	101 00
Cornwall and Railway Station	W. Madden	1	1	12 "	20 00
do do (N. Y. & O.)	D. J. McDonald	1¼	12	12 "	159 24
Cornwall and St. Andrews West	J. W. Crawford.	8	3	12 "	150 00
Cornwall and Street Letter Boxes	D. J. McDonald	4	12	12 "	253 00
Cornwall and Warina	J. W. Crawford.	19	3	12 "	225 00
Cornwall Centre and Mille Roches	P. Tyo	2½	3	12 "	68 00
Cross Lake and Railway Station	S. D. Schmidt	13	1	12 "	52 00
Crysler and Railway Station	T. Onderkirk	¾	12	12 "	100 16
Cullton and Douglas	P. Cull	4	1 & 2	12 "	66 67
Cumberland and Railway Station	D. N. McDonald	2¼	12	12 "	195 00
Cushing and Little Rideau	J. Little, jr	4½	6	12 "	140 00
Dacre and Railway Station	B. Hunter	9	6	12 "	249 00
do do	M. Franklin	9	3	1 "	13 75
Dacre and Esmonde	P. Curry	6	2	12 "	60 00
Dacre and Griffith	W. H. Adams	20	2	12 "	135 00
Dalkeith and Railway Station	A. McLeod	½	12	12 "	62 60
Danford Lake and Railway Station	H. Heeney	5	6	12 "	150 00
Daniston and Orleans and Ottawa	L. Proulx	1½ & 9	3 & 6	12 "	275 00
Dareyville and Micaville	J. J. McParland	6	1	12 "	31 00
Davis Mills and Pembroke	R. E. Davis	8	1	12 "	50 00
Dawson and Railway Station	J. P. McEvoy	5	6	12 "	147 00
Deux Rivière and Halfway	R. Ransom	14	3 w. 18	12 "	195 00
Deux Rivière and Railway Station	S. Richardson	¼	12	9 " (to Mar. 31, '02).	66 09
do do	T. Legge	¼	12	3 " from "	13 75
Diamond and Kinburn	J. McMillan	3½	3	12 "	96 00
Dixon and Wales	H. Bartle	7	6	12 "	144 00
Dixon's Corners and Dundela	G. Cooper	4	3	12 "	36 00
Douglas and Railway Station (C. A.)	T. Enright	1½	12	9 " (to Mar. 31, '02).	73 50
do do	A. T. McDonnell	1½	12	3 " from "	12 25
do do (C. P.)	T. Neville	¼	12 & 6	12 "	41 49
Doyle and Sheenboro'	M. Doyle	12	1	6 " (to Dec. 31, '01).	29 50
do do	M. Roach	12	1	6 " from "	29 50
Duclos and East Aldfield	C. Diotte	6	2	12 "	60 00
Duclos and Wakefield	C. Piché	15	6	12 "	290 00
Dumoine and Ralph	E. B. Eddy Co.	70	1	12 "	300 00
Dunbar and Grantley	W. L. Hart	5	3	12 "	70 00
Dunrobin and Railway Station	W. Gow	20 & 21½	3 & 3	12 "	288 00
Dyer and Moose Creek	R. McLennan	3	3	9 " (to Mar. 31, '02).	37 50
do do	F. McRae	3	3	3 " from "	12 50
Eastman's Springs and Piperville	J. Preston	4½	2	12 "	46 60
Eastman's Springs and Railway Stn	J. Boyd	½	12	12 "	68 86
East Templeton and Railway Stn	A. Larivière	1	12	12 "	110 00
Eauclair and Railway Station	W. Mackey	¼	12	12 "	100 00
Eganville and Germanicus	A. Sack	7½	2	10 " 23 days (to May 23, '02)	42 99
do do do		7½	1 &2	1 " 8 days from "	7 52
Eganville and Railway Stn. (C. A.)	J. Bulger	1½	12	12 "	81 38
do do (C. P.)	B. Hartney	¼	12	12 "	49 54
Eganville and Pembroke	J. E. McQuilty	28⅝	3	12 "	374 00
Eganville and Perreault	M. Power	6½	1	12 "	48 00
Elmside and Railway Station	W. W. Shirley	3½	6	3 " (to Sept. 30, '01).	23 70
do do	M. M. McCredie	3½	6	9 " from "	93 75
Embrun and Longtinville	L. Mahen	3½	6	12 "	94 00
Embrun and Railway Station	J. Bruyere	½	12	12 "	75 12
Emmett and Killaloe	C. J. O'Grady	4	2	12 "	69 69

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division. &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fabre and Ville Marie	S. Gagne.	11	1	Season 1901 02.	40 00
Fairfield and Railway Station	S. E. Johns	½	3	12 months	35 00
Farrans Point and Osnabruck Centre	O. Baker.	6	6	2 " (to Aug. 31, '01).	18 34
do do	do	6	6	4 " (to Dec. 31, '01).	66 67
do do	C. Cryderman	6	6	6 " from "	87 50
Farrans Point and Railway Station	J. A. Sheets	⅛	12	12 "	70 00
Farrellton and Railway Station	W. Farrell	½	12	12 "	50 00
Farrellton and Stagsburn	A. McDonald	6	2	12 "	65 00
Felton and Russell	C. York	4	2	9 " (to Mar. 31, '02).	41 67
Fergusons Fall and Perth	J. H. Morris	19¼	6	12 "	402 79
Ferme Neuve and Rapide de L'Original	L. Lafontaine	12	1	12 "	60 00
Fieldville and Venosta	P. Mahoney	5⅜	2	12 "	35 00
Finch and Goldfield	J. McMahon	2½	3	12 "	65 00
Finch and Railway Station	D. G. McMillan	⅛	12	12 "	75 12
do do	do	⅛	12	12 "	75 00
Fitzroy Harbour and Galetta	W. T. Shirreff	4	6	12 "	180 00
Fitzroy Harbour and Woodlawn	H. Weatherden	8¾	6	12 "	165 00
Flower Station and Ry. Station	S. M. Lyon	⅛	12	12 "	25 00
Folger Station and Railway Station	D. Wood	⅛	12	12 "	25 00
Fort Coulonge and Gower Point	G. Morrissette	4	3	9 " to March 31, '02.	75 00
Fort Coulonge and Leclair	C. Germain	4	2	6 " to Dec. 31, '01.	26 00
do do	do	4¾	2	6 " from "	30 88
Fort Coulonge and Ry. Station	D. T. Gervais	⅛	12	9 " to March 31, '02.	75 00
do do	G. E. Jewell	⅛	12	3 " from "	8 78
Fort William and Pembroke	A. S. Maloney	22	6	12 "	300 00
Fort William and Steamboat Wharf	J. McCool	140 yds.	12	Part of seasons 1901 & 02.	10 00
Fournier and Routhier	H. Blaney	8½	6	12 months	199 00
Foymount and Lake Clear	E. Jessup	4	3	12 "	49 00
Franktown and Railway Station	J. Edwards	1¼	12	12 "	156 50
Galbraith and Middleville	J. Scoular	7	2	12 "	49 00
Galetta and Railway Station	G. C. Whyte	¼	2	12 "	59 47
Galston and Lake Talon	J. Adams	7	2	12 "	75 00
Gaudette and Kippewa	G. F. Graham	40 S 21 W	1	12 "	150 00
Glen Andrew and St. Eugène	A. McDonald	5	6	12 "	25 00
Glen Gordon and St. Rémi de Amherst	G. Clarke	17	3	12 "	150 00
Glengyle and Railway Station	G. B. Morrison	50 yds.	12	12 "	20 00
Glen Robertson and NorthLancaster	R. McDonald	23¾	6	12 "	285 00
Glen Robertson and Ry Station	N. Laframboise	100 yds.	24	12 "	79 00
Glen Robertson and Ste. Anne de Prescott	R. Perreault	7	6	12 "	175 00
Glen Roy and Munro's Mills	G. Bougie	4	3	3 " to Sept. 30, '01	18 25
do do	A. Valade	4	3	9 " from "	54 75
Glen Smail and Spencerville	E. Ellis, jr.	3	2	12 "	40 00
Golden Lake and Railway Station	F. Hugli	1	12	12 "	70 00
Golden Lake and Ruby	H. Zadow	6¾	3	12 "	100 00
Gorman and Shamrock	J. Sammon	5	1	12 "	40 00
Gower Point and Westmeath	H. M. Carswell	9	3	12 "	109 00
Gracefield and Railway Station	J. Grace	600 yds.	6	12 "	20 00
Great Désert and Lake Talon	P. Boissonnault	5	1	12 "	60 00
Greenfield and Railway Station	D. McMillan	1	24	9 " to March 31, '02.	45 00
do do	J. J. Cameron	1	24	3 " from "	21 22
Green Valley and Railway Station	D. A. McDongald	¼	12	12 "	60 00
Green Valley and St. Raphael West	J. Riley	7½	6	12 "	174 00
Griffith and Matawatchan	A. McFayden	13	2	12 "	130 00
Grit and Nipissing Junction	M. Nelan	7½	1	12 "	40 00
Groveton and Spencerville	A. Henderson	3	2	12 "	48 00
Guigues and Lake Temiscamingue	J. Lavigne	10	2	Part of season 1901.	36 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Halversen and Masham Mills	P. McKenna	10	2	3 months to Sept 30, '01.	31 25
do do	A. Foran	10	2	9 " from "	54 75
Haleys Station and Queen's Line	J. C. Anderson	6	2	12 "	60 00
Hardwood Lake and Wingle	C. B. Marquardt	6	1	12 "	40 00
Harrison's Corners and Ry. Station	D. McDonald	¼	6	12 "	45 40
Harvey and Railway Station	F. Hutson	50 yds.	6	12 "	31 30
Hawkesbury and Calumet Railway Station	W. Lawlor	5	6	12 "	400 00
Hawkesbury and L'Orignal	G. H. Pharand	6	12	12 "	235 00
Hawkesbury and Railway Station	B. McManus	¼	24	12 "	125 20
Hawthorne and Ramsay's Corners	R. Ramsay	2½	6	2 " from May 1, '02.	16 67
Hazledean and Stittsville	J. A. Cummings	3½	6	12 "	150 00
Healeys and Stittsville	S. D. Healey	4½	3	12 "	50 00
Henry and L'Orignal	D. Aubin	4½	3	9 " to March 31, '02.	93 50
do do	L. Tessier	4½	3	3 " from April 1, '02.	25 00
Heyworth and Railway Station	M. J. Moore	2	6	12 "	80 00
High Falls and Post Road	C. Strebe	½ S. 2 W.	6	12 "	50 00
Hopefield and Wilno	M. Daly	6	3	12 "	68 00
Hopetown and Lanark	T. Stewart	7	3	12 "	74 00
Hopetown and White	R. Jordan	12	1	9 " to March 31, '02.	41 25
do do	G. Jordan	12	2	3 " from "	25 00
Huberdeau and St. Rémi d'Amherst	J. Labonté	9	3	12 "	140 00
Hull and Ry. Station and Ottawa	M. Potvin	9	3	12 "	550 00
Hull and Simmons	B. A. Simmons	8	2	12 "	90 00
Hull and Street Letter Boxes	M. Potvin	2½		12 "	105 00
Hunter's Point and Kippewa	P. Kelly	24 W. / 26 S.	1	12 "	195 00
Hunter's Point and Ostoboning	J. A. Laing	18	1	12 "	100 00
Hurdman's Bridge, Ottawa and Ottawa East	O. Boivin	1¾ & 1¼	3 & 3	2 " from May 1, '02.	18 67
Inkerman and Suffels Crossing	G. B. Daniel	2	12	12 "	133 00
Inlet and Thurso	G. Biehler	20½	3	3 " to Sept. '01.	61 25
do do	C. Biehler	20½	3	9 " from "	255 00
Irena and Rowena	W. J. Mullin	3	4	12 "	90 00
Ironside and Railway Station	A. Murphy	½	12	12 "	40 00
Iroquois and Pleasant Valley	J. A. Adams	14	3	12 "	147 00
Iroquois and South Mountain	G. Raney	15	6	12 "	250 00
Jarnac and Ripon	U. Martin	8	1	12 "	50 00
Jasper and Railway Station	H. S. Moffatt	¼	6	12 "	30 00
Jockvale and Ottawa	J. Clothier	16	3	4 " to Oct. 31, '01.	66 50
do do	do	16	3	8 " from "	176 67
Johnston's Corners and South Gloucester	H. Forget	2	6	6 " to Dec. 31, '01.	26 00
do do	K. Johnstone	2	6	3 " to March 31, '02.	19 25
do do	M. Stackpole	2	6	3 " from "	15 00
Joynt and North Wakefield	R. Joynt	12½	3	12 "	250 00
Judge and North Temiscamingue	H. Keais	5	1	9 " to March 31, '02.	24 00
Kazubazua and Lake St. Mary	J. Martel	6	3	12 "	100 00
Kazubazua and Railway Station	T. Marks	2½	6	12 "	68 00
Kemptville and Kemptville Junction Railway Station	C. H. Banks	2	12	12 "	50 08
Kemptville and Merrickville	W. White	19½	6	12 "	398 00
Kemptville and Millar's Corners	R. P. McGovern	11	6	12 "	275 00
Kemptville and North Ridean	A. W Powell	5½	2	12 "	80 00
Kemptville and Railway Station	S. C. Patterson	1	18	12 "	150 24
Killaloe Station and Ry. Station	M. Holly	100 yds.	12	12 "	62 60

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Killaloe Station and Rockingham..	J. McGaghran..	16¾	6	12 months.....	670 00
Kilmarnock and Smith's Falls. ...	W. H. Hunter..	7	2	12 "	97 00
Kinburn and Limestone.....	J. Findlay. .	4	2	12 "	50 00
Kinburn and Panmure	Osborne & Hoffman.....	14 r. t.	6	12 "	215 00
Kinburn and Railway Station.. ...	E. D. Osborne..	¼	12	12 "	62 60
Kingsmere and Chelsea Ry. Station.	W. P. Murphy..	4	6	Part of seasons 1901 & '02	50 00
Kippewa and Railway Station.....	O. Latour.	200 yds.	6	12 months	37 50
Kirk's Ferry and Railway Station..	M. Reid	⅛	12	12 "	30 00
Klock and Railway Station..	J. McClelland..	⅛	12	12 "	53 21
Labelle and La Macaza	J. Lapointe.. .	9	1	12 "	50 00
Labelle and L'Annonciation.. ...	M. Dauphin....	15	3	12 "	90 00
Labelle and Minerve	A. B. Desmarteau	14½	1	12 "	100 00
Labelle and Railway Station . ..	A. Dumoulin ...	15	12	10 " (to April 30, '02)	53 33
do do	N. Nantel.....	15	12	2 " from " .	12 50
La Conception and La Conception Station...	J. Giroux ...	5½	6	12 "	135 00
La Conception Station and Railway Station..... ....#.	V. Legault.	300 yds.	6	12 "	60 00
Lac Windigo and St. Emile de Suffolk	N. Hardy.....	13	1	12 "	65 00
Ladysmith and Martins Lake.	M. J. Martin ...	5	1	3 " (to Sept. 30, '01)	10 00
do do	M. J. Larose....	5	1	9 " from " .	30 00
Lac Talon and Railway Station...	T. Cahill, jr...	100 yds.	12	12 "	100 00
Lake Temiscamingue and North Temiscamingue.....	J. Lavigne....	22	1	12 "	200 00
Lake Temiscamingue and New Liskeard.....	do	18	1	12 " and extra trips..	158 00
do do ..	A. Lumsden....	18	2	9 " (to Mch. 31, '02).	148 50
do do ..	do ...	18	1	3 " from " .	62 70
Lalonde and Plantagenet	W. McKay.....	5	1	12 "	40 00
Lanmermoor and Lavant Station..	W. R. Gibson...	14	3	12 "	155 00
Lanark and Middleville.....	C. Dodds.	7	6	12 "	163 00
Lanark and Perth...	R. Hogan.	12	6	3 " (to Sept. 30, '01).	16 00
do do	M. Murphy	12	6	9 " from "	48 00
Lanark and Watson's Corners	J. A. White....	7	3	12 "	40 00
Lanark and Martintown	R. Wilson...	12	6	12 "	250 00
Lancaster and South Lancaster...	W. Gillespie....	1	12	12 "	125 00
L'Annonciation and Nominigue....	V. Martineau...	12	3	12 "	182 00
L'Annonciation and Ste Véronique.	M. Mercier	16	1	12 "	80 00
Levesqueville and Wisawasa.... .	C. Robert	6	1	9 " (to Mch. 31, '02).	39 00
do do	N. Ouellette....	6	1	3 " from " .	13 00
Limebank and Manotick Station...	G. M. Brown..	3½	3	12 "	79 00
Loch Winnoch and Castleford Railway Station.....	W. Durbrow ...	3¼	3	12 "	90 00
Locksleys Station and Railway Station.....	H. A. Schultz...	100 yds.	6	12 "	25 00
Ladore and Watson's Corners	J. Lorimer	7	2	12 "	60 00
L'Orignal and Calumet Station....	E. Lee	3	6	12 "	448 00
Lorrainville and Ville Marie.....	J. Bellehumeur..	6	2	12 "	75 00
Low and North Low.....	J. Gannon.....	4	3	6 " 15 days (to Jan. 15, '02).....	52 29
Low and Railway Station.....	W. Brooks.....	1¼	12	3 " (to Sept. 30, '01).	31 25
do do	J. Irwin.....	1¼	12	9 " from " .	54 00
Lumsden's Mills and Railway Stn.	J. McCracken...	1¾	4	12 "	25 00
Lumsden's Mills and Ville Marie...	P. Kelly	70 & 80	2	12 "	600 00
Luskville and Railway Station....	E. Desbiens....	2	6	12 "	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McAlpine and Railway Station	F. N. Carrière	50 ft.	6	5 mos. (from Feb. 1, '02)	8 33
McDonald's Corners and McLaren Depot	W. A. Garrow	11	6	9 " (to March 31, '02)	225 00
do do	W. A. McCulloch	11	6	3 " from "	68 75
McMillan's Corners and Strathmore	D. McIntosh	4¼	3	12 "	56 66
Maberly and Railway Station	J. Manders	1¾	6	12 "	57 00
Mackeys Station and Railway Stn	J. Dunlop		6	12 "	62 60
Malakoff and Osgoode Railway Stn	A. Haggins	12	6	12 "	235 00
Maniwaki and Gracefield Railway Station	J. Nault	31	6	12 "	895 00
Maniwaki and Monteerf	J. B. Carriere	15	3	12 "	175 00
Maniwaki and River Joseph	A. Lachapelle	8	1	12 "	54 00
Maniwaki and St. Boniface	H. Dufour	9	1	12 "	45 00
Manotick and Railway Station	B. McCarnen	3½	3	12 "	140 00
Maryland and Railway Station	S. Smith, jr.	40 ft.	12	12 "	20 00
Maryland and Wolf Lake	P. McCann	17½	2	9 " (to March 31, '02)	120 00
do do	A. Foran	17½	2	3 " from "	30 50
Masson and Railway Station	G. Larose	½	12	12 "	40 00
Mattawa and Railway Station	J. B. Belanger	1	18	12 "	250 00
Mattawa and Town Hall Railway Station	G. Smith	250 yds.	6	12 "	37 50
Maxwell and Railway Station	D. A. McArthur	¼	18	12 "	75 00
Maxville and Riceville	J. B. Baker	17½	6	12 "	445 00
Merrickville and Newmanville	G. E. Johnston	5½	2	12 "	96 00
Merrickville and Railway Station	W. M. Ross	¼	12	12 "	85 00
do do	J. M. Kempffer	½	12	12 "	50 00
Metcalfe and North Osgoode	H. H. Beamish	3	3	3 " (to Sept. 30, '01)	17 50
do do	H. A. Morrison	3	3	9 " from "	52 50
Metcalfe and Ottawa	J. Simpson	21	6	12 "	484 34
Metcalfe and Russell	W. W. Beckstead	12	6	6 " (to Dec. 31, '01, and arrears)	207 00
do do	J. Dowser	12	6	6 " from "	167 00
Micaville and Perth	M. McNamee	9	4	1 " (to July 31, '01)	18 00
do do	F. C. McParland	9	4	11 " from "	171 00
Milberta and New Liskeard	S. A. Hogg	12	1	7 " from Dec. 1, '01	30 33
Monckland Station and Railway Station	A. B. McDonald	½	12	1 " 13 days (to Aug. 13, '01)	7 17
do do	W. R. McIntosh	150 yds.	12	10 " 18 days (from Aug. 14, '01)	52 83
Montebello and Railway Station	F. F Aubry	¼	24	12 "	100 00
Montebello and St. Amédée	E. McCluskey	6	2	12 "	80 00
Montpelier and Ripon	J. Bissonnette	7	1	1 " (to July 31, '01)	2 07
do do	do	7	2	11 " from "	45 74
Moose Creek and Railway Station	T. Dorey	⅛	24	12 "	75 00
Moose Creek and Sandringham	F. Brunet	4½	6	3 " (to Sept. 30, '01)	31 25
do do	J. Labrosse	4½	6	9 " from "	93 00
Morrisburg and Waddington, (U.S.)	D. Roach	3	6	12 "	75 00
Morrisburg and Winchester	W. Ross	17	6	12 "	310 00
Moulinette and Milleroches Station	S. B. Forsythe	1	12	12 "	200 00
Mountain and Railway Station	S. W. Van Allen	⅛	12	12 "	50 08
Mountain and Reids Mills	do	7¼	6	6 " (to Dec. 31, '01)	62 37
do do	T. Christie	7¼	6	6 " from "	77 38
Mountain and South Mountain	E. Mill	3	12	12 "	100 00
Mountain and Vaucamp	H. E. Carson	3¼	6	12 "	87 09
Mount St. Patrick and Railway Station	J. J. Carter	8¼	3	12 "	93 25
Mowat and Railway Station	G. W. Bartlett	40 yds	12	12 "	10 00
Mud Creek and Smith's Falls	W. Sheridan	6	2	12 "	80 00
Muldoon Railway St'n and North Onslow	J. J. Muldoon	3¾ & 10	6 & 3	12 "	300 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newington and Railway Station	G. F. Jardine	¼	12	12 months	75 12
New Leskeard and New Park	A. D. Hermiston	10	1	5 " (to Nov. 30, '01).	10 42
Nipissing Junction and Railway Station	J. C. Ritchie	1/16	12	12 "	62 60
Nominingue and St. Gerard de Montarville	R. Jetté	23	1	1 " (to July 31, '01).	14 58
Nominingue and Rapide de L'Orignal	do	37	1	11 " from "	320 83
North Augusta and Bellamy's St'n.	R. Bowman	4½	6	12 "	149 00
North Augusta and Prescott	P. Bolger	17¼	2	12 "	125 00
North Bay and Railway Station	W. McDonald	¼	36	12 "	319 26
do do (Transfers.)	C.P.R. Co		12	12 "	300 00
North Branch and Russell	R. Scharf	2½	6	12 "	65 00
Northcote and Railway Station	J. M. Brisoe	7/8	6	12 "	50 00
Northfield and Railway Station	W. Alguire	1½	6	12 "	70 00
North Gower and Reeve Craig	T. Salter	3	2	12 "	45 00
North Low and Low Railway Station	J. Gannon	4	3	5 " 16 d. (from Jan. 16, 1902)	38 96
North Nation Mills and Railway Station	D. Landrian	3½	6	12 "	176 00
North Valley and Osnabruck Centre	J. A. Dunbar	4	3	12 "	70 00
North Wakefield and Railway Station	J. Blair	400 yds.	12	12 "	25 00
North Wakefield and Railway Station	do	400 yds	12	Part of seasons 1901-02	9 27
Notre Dame de la Salette and Notre Dame du Laus	G. Roy	32½	3	12 months	395 00
Notre Dame de la Salette and Poltimore	H. Last, jr	7	3	9 " (to Mar. 31, '02).	60 00
Notre Dame de la Salette and Poltimore	M. Cummings	7	3	3 " from "	25 00
Notre Dame du Laus and Rapide de L'Orignal	P. Filiatrault	52	1	3 " (to Sept. 30, '01).	25 00
Notre Dame du Laus and St. Gerard de Montarville	do	37	1	12 "	269 17
Oak Grove and Railway Station	S. F. Brown	1	6	12 "	75 00
Oliver's Ferry and Railway Station	W. McCue	5½	6	3 " (to Sept. 30, '01).	50 00
Oliver's Ferry and Rideau Ferry	A. Smith	1¾	6s, 1w.	3 " (to Sept. 30, '01).	8 75
Osgoode Station and Railway Station	M. J. Buckels	40 yds.	6	12 "	15 00
Ottawa Letter Carriers Service	Ottawa Electric Co			12 "	900 00
Ottawa and Ottawa East	V. Boivin	1	6	10 " (to Apl. 30, '02).	60 00
Ottawa Parcel Delivery	Electric Baggage Transfer Co.			Special trip Dec. 1, 1901.	0 50
Ottawa and Post Office Department	E. Batterton	120 yds.	as req.	12 months	530 10
do do	J. Graves	120 yds.	as req.	12 "	715 32
Ottawa, Railway Stations and Steamboat Landing	Ottawa Electric Railway Co.		as req.	12 "	4,000 00
Ottawa and Railway Station	C. Sarazin			Special trip	0 75
Ottawa and Ramsay's Corners	W. Alexander	7½	3	3 mos. (to Sept. 30, '01).	32 50
do do	R. Ramsay	7½	3	9 " from "	102 50
Ottawa and Richmond West	A. B. McDonald	20	6	3 " (to Sept. 30, '01).	124 50
do do	J. Rielly	20	6	9 " from "	469 50
Ottawa and Street Letter Boxes	J. Lanoreville			Special service May, '02	3 00
Otter Lake and Shawville	J. Lester	24	6	9 mos. (to Mar. 31, '02)	220 22
do do	R. Hobbs	24	6	1 " (to Apl. 30, '02)	80 00
do do	S. E. Hodgins	24	6	2 " from "	96 33
Oxford Station and Railway Station	A. J. Sanderson	¼	3	12 "	36 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name or Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pakenham and Railway Station	D. Shaw	¼	24	12 months	188 09
Papineauville and Railway Station	A. Fortier	¼	24	12 "	120 00
Papineauville and St. André Avellin	P. Boyer	9¾	6	1 " (to July 31, '01)	2 50
Pembroke and Railway Station	M. Belaire	¼	36	12 "	200 00
do do	do	¼	12	12 "	150 00
do do	do	¼	2	12 "	12 00
do do (C.A.)	G. H. Belaire	75 yds.	6	12 "	20 00
Pembroke and Stafford	D. Childerhose	17	3	12 "	230 00
Pembroke and Westmeath	T. Cecile	15s, 12w.	6	12 "	200 00
Pendleton and Papineauville Railway Station	H. Roy	17	6	12 "	500 00
Perkins and St. Rose de Lima	C. Robitaille	7¾	4	12 "	175 00
Perretton and Government Road Crossing	R. Chaffey	3½ & 3	3 & 3	12 "	115 00
Perth and Playfair	J. Buffam	14	6	3 " (to Sept. 30, '01)	81 25
do do	D. J. Ennis	14	6	9 " from "	187 50
Perth and Railway Station	J. Allan	½	26	12 "	199 00
Perth and Rideau Ferry	S. W. Hall	6	6	9 " (from Oct. 1, '01)	150 00
Perth and Tennyson	W. H. Devlin	10	1	3 " (to Sept. 30, '01)	16 25
do do	J. Powers	10	1	9 " from "	33 38
Petawawa and Railway Station	S. Devine	1½	3	12 "	90 00
Point Alexander and Railway Station	T. McAnulty	6	3	12 "	125 00
Point Comfort and Wright	E. S. Leetham	14	2s, 1w.	12 "	150 00
Point Gatineau and Quinnville	M. Gahagan	6½	1	12 "	55 00
Point Gatineau and Railway Station	T. Gagnon	1½	12	12 "	110 00
Portage du Fort and Haley's Railway Station	J. E. Dolan	7	12	12 "	200 00
Portage du Fort and Ross	D. McLaren	3	3	12 "	65 00
Portage du Fort and Stark's Corners	S. Young	4	2	12 "	50 00
Port Elmsley and Railway Station	J. McTavish	1½	6	9 " (from Oct. 1, '01)	70 50
Prescott and Railway Station, (C.P.)	A. W. Chartier	½	18	4 " (to Oct. 31, '01)	32 33
do do	W. McInnes	½	18	8 " from "	64 67
Prescott and Ogdensburg, N.Y	do	2	18	12 "	360 00
Prescott and Street Letter Boxes	do	2	18	12 "	144 00
Quyon and Railway Station	W. Richardson	1	12	12 "	75 00
Radford and Shawville	S. Armstrong	3 & 6	3	12 "	68 75
Ramsay's Corners and Railway Station	R. Ramsay	¼	6	2 " (from May 1, '02)	6 67
Rapides des Joachims and Railway Station	H. R. Downey	6	6	12 "	225 00
Rapides des Joachims and Rowanton	do	20	3	12 "	350 00
Rapides des Joachims and Steamboat Landing	do	120 yds.	6	Part of seasons 1901-02	10 00
Raycroft and Tatlock	R. White, sr	4½	1	12 months	25 00
Renfrew and Railway Station (C.A.)	D. Brownlee	¼	12	12 "	62 60
do do (C.P.)	J. Harris	¼	24	12 "	119 00
do do (C.A.)	do	¼	14	4 " 16 d. (from Feby. 13, 1902)	43 76
do do (K & P.)	do	¼	12	12 "	72 00
Renfrew and Shamrock	J. Russell	14	3	12 "	170 00
Renfrew and Stewartville	D. Brownlee	13½	6	12 "	290 00
Richmond and Stapledon	T. E. Riley	3½	3	12 "	78 00
Rideau View and Residence of J. Blair	J. Blair	¼	3	12 "	25 00
Ripon and St. André Avellin	Z. Whissell	7	6	12 "	124 00
Rockingham and Strathtay	J. O'Brien	13	1	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rockingham and Wingle	J. Madigan	17	2	12 months	124 00
Rockland and Railway Station	J. A. Dent	2½	6	3 " (to Sept. 30, '01).	28 50
do do	do	2½	6	6 " (to Mar. 31, '02).	182 50
do do	L. Debaitre	2½	6	3 " from "	25 00
Rockliffe and Railway Station	T. D. McKay	50 yds.	6	12 "	25 04
Rowanton and Stubbs' Bay	J. R. Booth	42	1	12 "	350 00
Russell and Railway Station	D. Moquin	½	12	3 " (to Sept. 30, '01).	10 27
do do	E. Laggo	½	12	9 " from "	30 42
St. Eugene and Railway Station	P. Kelly	800 yds	12	12 "	50 00
St. Onge and Embrun Railway Station	L. Hebert	¼	12	12 "	75 12
St. Rose de Lima and East Templeton Railway Station	N. Beauchamp	¼	12	12 "	60 00
Sand Point and Railway Station	J. R. McDonald	1/16	12	12 "	109 55
Shamrock and Whelan Lake	S. Whelan	7	2	12 "	70 00
Shawville and Railway Station	J. A. McGuire	1	12	12 "	45 00
Skye and Greenfield Railway Station	D. McMillan	9¼	6	12 "	219 69
Smith's Falls and Ry. Station	H. Carley	½	24	12 "	175 28
do do (night service)	do	⅝	24	12 "	225 00
Snake River and Railway Station	W. Douglas	4½	3	12 "	145 00
South Indian and Railway Station	M. Shaver	⅛	24	12 "	73 00
South March and Railway Station	J. Smyth	2	6	12 "	90 00
Spencerville and Railway Station	W. Lawson	1½	6	12 "	75 00
Stittsville and Railway Station	S. Mann	120 yds.	12	12 "	62 60
Summerstown and Summerstown Station	H. Hagerty	3	6	3 " (to Sept. 30, '01).	19 43
Summerstown and Summerstown Station	R. Stevenson	3	6	9 " from "	67 50
Summerstown Station and Railway Station	J. A. Cameron	400 yds.	12	12 "	50 00
The Brook and South Indian Railway Station	T. Lefebvre	15	6	9 " (to Mar. 31, '02).	300 00
The Brook and South Indian Railway Station	L. Lescour	15	6	3 " from "	98 75
Thurso and Railway Station (C.P.)	C. Ouelette	¼	12	1 " (from June 1, '02)	4 17
Thurso and Valencay	J. N. Gauthier	14	3	12 "	175 00
Toye's Hill and Winchester Springs	G. Carter	3	3	12 "	56 00
Vankleek Hill and Railway Station	J. Villeneuve	½	24	12 "	124 00
Vars and Railway Station	J. Fraser	¾	18	12 "	60 00
do do	do	¾	6	12 "	20 00
Venosta and Railway Station	J. McCaffrey	⅓	6	3 " (to Sept. 30, '01).	6 50
do do	D. Haveron	⅓	6	9 " from "	19 50
Ventnor and Railway Station	W. Cook	5½	6	12 "	90 00
Ville Marie and Temiscamingue Station	A. Lumsden	70	1	Part of seasons 1901 & '02	175 00
Vinton and Railway Station	W. Grace	2	7	12 months	58 00
Wakefield and Railway Station	E. Johnstone	¼	12	12 "	50 00
do do	do	¾	12	Part of seasons 1901 & '02	18 54
Wales and Railway Station	L. John	1/16	12	3 mos. (to Sept. 30, '01).	18 75
do do	F. Warren	1/16	12	9 " from "	40 96
Waller and Harney's Crossing	P. Harney	1½	2	12 "	35 00
Waltham Station and Railway Station	J. Chouinard	⅛	12	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Wemyss and Railway Station	D. McFarlane	¾	6	12 months	32 00
Wendover and Railway Station	H. St. Pierre	3	6	12 "	165 00
Whitney and Railway Station	J. A. Deveney	⅝	12	12 "	100 00
Wilno and Railway Station	A. Blank	100 yds.	12	6 " (to Dec. 31, '01).	30 00
do do	S. Ryan	100 yds.	12	6 " from "	30 00
Wilson's Bay and Sabourin's Crossing	A. Wilson	1	2	12 "	65 00
Winchester and Osgoode Railway Station	J. E. Cass	24½ & 22	3 & 3	12 "	500 00
Winchester and Railway Station	H. E. Hughes	1	12	12 "	50 00
do do	G. Hutt	1	12	12 "	145 00
Wolford Centre and Railway Station	W. H. Gardner	8½	6	12 "	300 00
Wylie and Railway Station	J. Lyons	2½	3	12 "	89 00
				Total	366,807 65

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abrams Village and Cape Egmont	A. Gallant	5	3	4 months (to Oct. 31, '01)	27 49
do do	J. J. Gallant	5	3	8 " from "	54 99
Afton Road and Mount Stewart	F. Hand	3	2	9 " (to Mar. 31, '02)	22 50
do do	A. McEachren	3	2	3 " from "	7 00
Albany and Railway Station	A. Noonan	1/8	12	12 "	100 16
Albany and Victoria	J. A. Howatt	10½	6	12 "	203 00
Alberton and Kildare	W. Clark	12	3	6 "	45 00
do do	M. Quigley	12	3	6 "	45 00
Alberton and Railway Station	J. T. Millman	¼	12	12 " and extra trips	129 12
Alberton and South Kildare	M. Quigley	2	2	11 " (to May 31, '02)	18 33
Alma and Railway Station	J. Mountain	⅛	2	12 "	40 00
Appin Road and Hampton	A. Ashley	4	2	12 "	37 00
Argyle Shore and Bonshaw	D. McNevin	3	3	12 "	30 00
Armadale and Monticello	J. D. McDonald	2½	3	12 "	38 20
do do	A. McCormack	⅛	3	12 "	20 00
Auburn and Dromore West	E. Corrigan	1½	2	12 "	26 00
Auburn and Pownal	L. Carver	10¾	2 & 4	3 " (to Sept. 31, '01)	26 86
do do	W. J. Carver	10¾	2 & 4	9 " from "	80 58
Augustine Cove and Lansdowne Hotel	J. Clark	3 & 5½	6 & 3	12 "	100 00
Baldwin's Road and Perth Station	J. Moar	1½	2	12 "	24 00
Bangor and Morell Station	D. Robbins	4	2	6 " (to Dec. 31, '01)	22 24
do do	do	4⅛	2	6 " from "	32 67
Bayfield and Glencorrodale	J. McEachern	3½	2	12 "	29 60
Bay Fortune and Souris East	A. Fisher	10½	3	12 "	98 48
Beach Point and Montague Bridge	J. J. McDonald	24	6	12 "	523 60
Bear River and Railway Station	D. Costello	⅛	3	12 "	20 28
Bedeque and Sea Cow Island	D. McInnis	7½	3	12 "	63 00
Bedeque and Summerside	B. Webster	9½	6	12 "	212 84
Belfast and Charlottetown	E. W. Martin	25	6	12 "	600 00
Belfast and High Bank	A. G. Smith	22½	3	12 "	327 00
Belfast and Point Prim	M. Martin	7½	2	12 "	45 00
Belfast and Roseberry	E. W. Martin	5	2	12 "	65 00
Bloomfield and Bloomfield Station	W. H. Halloran	2	3	12 "	28 00
Bloomfield Station and Glengarry	M. Halloran	5½	2	9 " (to Mar. 31, '02)	31 20
do do	P. Griffin	5½	2	3 " (from do	9 00
Bloomfield Station and Miminegash	H. Chapelle	8	2	12 "	45 76
Bloomfield Station and Railway Station	F. Peters	¼	6	4 " 15d. to Nov. 15, '01	9 02
do do	do	¼	12	7 " 15d. from "	28 47
Blooming Point and Tracadie Cross	A. Bradley	2½	2	12 "	34 00
Bonwell and New Haven	M. Malone	5½	2	4 " (to Oct. 31, '01).	11 64
do do	P. McQuaid	5½	2	8 " from "	32 32
Brackley Beach and Winsloe Station	T. Diamond	21	3 & 6	12 "	210 00
Breadalbane and Millvale	M. Matheson	7½	2	12 "	76 12
Breadalbane and New London	J. Warren	12	6	12 "	290 00
Breadalbane and Railway Station	M. Matheson	⅛	12	12 " and extra trips	115 65
Bridgetown and Mount Hope	W. Burhoe	6½	2	12 "	45 00
Brookfield and Darlington	J. R. McDonald	3	3	12 "	45 00
Brooklyn and Glen Martin	A. McLean	3	3	12 "	29 48
Burlington and Spring Valley	J. Sudbury	2	3	12 "	41 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Caledonia and Mount Vernon	A. Beaton	5	2	9 mos. (from Oct. 1, '01).	30 00
Caledonia and Orwell	N. Stewart	10½	6	12 "	225 00
Caledonia and Rona	A. Beaton	5	2	3 " (to Sept. 30, '01).	9 50
Cape Wolfe and Lot 4	J. J. Fish	6	2	12 "	70 00
Cardigan Bridge and Corraville	S. Johnston	8	2	12 "	57 04
Cardigan Bridge and Head of Cardigan	D. Nicholson	8	2	12 "	37 32
Cardigan Bridge and Launching	D. Foley	26	3	10 " (to Apr. 30, '02).	151 66
do do	J. McAulay	26	3	2 " from "	30 00
Cardigan Bridge and Lot 56	M. J. Campbell	15½	6	12 "	320 00
Cardigan Bridge and Ry. Station	J. McNeill	¼	12	12 " and extra trips	89 00
Cavendish and Hunter's River	J. Crew	28	6	12 "	340 00
Charlottetown and Long Creek	S. T. Currie	25	3	12 "	174 72
Charlottetown and Marshfield	W. Miller	4½	6	12 "	50 00
Charlottetown and Railway Station	P. Stewart	½	as req.	12 "	494 60
Charlottetown and Strs. 'Minto' and 'Stanley'	do	¼	"	46 trips	14 00
Charlottetown and Street Letter Boxes	W. H. Long	2½	18	12 months	75 00
Charlottetown and Victoria	P. McKenna	21½	3	12 "	247 00
Cherry Grove and New Harmony	J. McDonald	2	2	12 "	25 00
Cherry Valley and Earnscliffe	W. Beers	7½	2	12 "	47 25
Clear Spring and New Zealand Railway Station	J. Cantwell	4	3	12 "	36 00
Clermont and Kensington	J. J. Gillis	3	3	12 "	49 00
Clinton and New London	C. McGregor	2½	3	12 "	33 48
Clyde Station and Railway Station	N. McLeod	⅛	3	12 "	17 00
Coleman and Railway Station	M. Howatt	⅛	6	12 " and extra trips	42 15
Cole Man and West Point	A. McPhee	14	2 & 3	12 "	139 00
Commercial Road and Peters Road	W. A. Johnston	2½	3	12 "	42 00
Crapaud and Gamble's Corner	J. Thompson	3	2	3 " (to Sept. 30, '01).	5 00
do do	T. A. Cobb	3	2	9 " from "	15 00
Crapaud and Upper Westmoreland	R. McVitie	2½	3	12 "	35 00
Darlington and Railway Station	D. McPherson	¾	12	12 "	75 00
Darlington and Rose Valley	do	8	3	12 "	98 00
Darnley and Kensington	R. T. Moase	15	3	12 "	225 00
DeBlois Station and Leoville	C. Maillet	2⅞	3	12 "	45 00
DeBlois Station and Railway Station	S. Bernard	1	3	12 "	24 00
Dingwell's Mills and Fortune Bridge	W. A. Burke	4	2	3 " (to Sept. 30, '01).	7 50
Donaldston and Railway Station	H. Court	3	2	12 "	26 24
Dromore and Pisquid Railway Stn.	T. O. McCabe	2	2	12 "	50 00
Duvar Road and Mill River	A. Richard	2	3	12 "	30 00
East Baltic add Red Point	D. J. McEachern	4	3	12 "	32 00
East Point and Souris East	C. Young	15	3	12 "	175 00
Ebbsfleet and St. Louis	M. D. Lacey	4	3	12 "	62 40
Ebenezer and Wheatley River	A. McCallum	2½	3	12 "	40 00
Egmont Bay and Wellington Station	D. McNeill	11½	3	12 "	117 00
Elliott's Mills and Railway Station	R. Elliott	⅛	6	12 "	30 00
Elliottvale and Peake's Station	D. A. McDonald	3½	2	12 "	36 40
Ellis River and Miscouche	T. McNeill	11½	3	12 "	145 00
Elmira and South Lake	D. D. McDonald	2	3	12 "	26 00
Elmsdale and Railway Station	J. Adams	⅛	6	12 "	20 00
Elmwood and New Haven	O. Clarkin	3	2	12 "	40 00
Emerald and Found's Mills	H. P. Found	9½	3	12 "	93 00
do do	F. P. Murphy	⅛	12	12 " and extra trips	171 65
Emerald and Shamrock	do	2½	3	12 "	48 00
Emerald and West Newton	J. T. Murphy	4	3	12 "	70 00
Enmore and Mount Pleasant	G. Nisbet	2½	2	12 "	26 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Farmington and Head of St. Peter's Bay	T. Burge	5	2	12 months	29 60
Fitzgerald Station and Lot 14	P. J. McDonald.	7	3	12 "	80 00
Fitzgerald Station and Railway Stn	P. Cameron	1/16	6	12 "	36 53
Fitzgerald Station and St. Chrysostome	I. O. Gallant	6	3	12 "	79 00
Flat River and Selkirk Road	O. McCluskey	6½	2	12 "	65 00
Forest Hill and Head of St. Peter's Bay	R. McNeill	6	3	12 "	45 48
Fredericton and Railway Station	J. Weeks	1/16	3	12 "	25 00
Freetown and Lower Freetown	S. Burns	2½	3	12 "	34 00
Freetown and Railway Station	R. B. Auld	½	12	12 "	90 00
Georgetown and Railway Station	R. R. Jenkins	½	as req.	12 "	175 35
Georgetown and Steamer "Minto"	do	½	"	Part of seasons 1901-'02	21 80
Glen William and Murray River	M. McDonald	4	3	3 months (to Sept. 30, '01)	8 53
do do	J. Finlayson	4	3	9 " from "	25 59
Goose River and Head of St. Peter's Bay	M. McKinnon	4½	2	12 "	40 40
Gowan Brae and Souris East	P. Manning	3	3	4 " and 14 d. (from Feb. 15, '02)	16 38
Grand View and Valleyfield	M. C. Gillis	2	3	12 "	50 28
Greenvale and Little Harbour	G. Mooney	2	3	12 "	22 00
Greenwich and Head of St. Peter's Bay	A. B. Hyndman	6	2	12 "	54 52
Hampshire and New Wiltshire	J. Stewart	3	3	12 "	37 48
Head of Hillsborough and Mount Stewart	D. D. Coffin	4½	2	12 "	52 00
Head of St. Peter's Bay and Railway Station	A. McAulay	¼	12	12 "	120 00
Heatherdale and Whim Road Cross	A. McDonald	1½	3	12 "	50 00
Hopefield and Murray River	J. P. Horton	4	2	12 "	27 91
Hunter's River and North Rustico	E. J. Carew	27	6	12 "	289 00
Hunter's River and Railway Stn	J. H. Vanderstine	1/16	12	12 " and extra trips	155 32
Inverness and Railway Station	P. J. Kilbride	2½	2	12 "	35 36
Johnston's River and Southport	T. McAdam	12¼	3	12 "	105 00
Kelly's Cross and New Wiltshire	F. Bradley	11	6	12 "	125 00
Kensington and Princetown	A. Glover	7	3	12 "	125 00
Kensington and Railway Station	G. Glover	¼	12	12 " and extra trips	184 88
Kensington and Sea View	G. Tuplin	17	6	12 "	380 00
Kildare Capes and Tignish	S. DesRoches	4	2	12 "	30 00
Kingston and North River	R. H. Simmonds	4	3	12 "	60 00
Kinkora and Maple Plains	J. L. McDonald	3	2	12 " and extra trips	39 66
Kinkora and Middleton	A. McGuigan	2	3	12 "	40 00
Kinkora and Railway Station	P. K. Trainor	¼	12	12 "	49 92
Kinross and Lyndale	M. Gillis	3	2	12 "	39 00
Lansdowne Hotel and Railway Stn.	A. Crosby	1/16	6	9 " (to Mar. 31, '02)	32 90
do do	H. Howatt	1/16	12	3 " from do	18 72
Lansdowne Hotel and Searletown	W. Muttart	6	6	12 "	125 00
Linkletter and Summerside	T. W. Murray	3	3	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Little Tignish and Tignish	S. Chiasson	3½	2	12 months	15 00
Little York and Pleasant Grove	P. Cooke	19	3 & 6	12 "	208 48
Little York and Railway Station	M. Lawson	¼	12	12 "	64 00
Locke Road and Mill River	M. Howard	4½	2	12 "	52 00
Lot 4 and Railway Station	G. McKay	4	6	12 "	76 36
Lot 10 and Railway Station	H. Ritchie	1½	2	12 "	32 00
Lot 11 and Railway Station	T. Bulger	5¼	3	12 "	94 00
Lot 12 and Railway Station	W. Hayes, sr.	2	12	12 " and extra trips	150 20
Lot 35 and Railway Station	E. M. Binns	1½	2	12 "	40 00
Lot 40 and Railway Station	A. H. McEwen	1	6	2 " (to Aug. 31, '01)	9 39
do do	G. Hume	1	12	10 " from "	57 20
Lot 56 and Sailer's Hope	J. Swallow	7	3	12 "	70 00
McNeill's Mills and Railway Stn.	J. McNeill	¼	6	12 "	5 00
Mansfield and Selkirk Railway Stn	J. McIsaac	4½	2	3 " (to Sept. 30, '01)	8 42
do do do		6½	2	9 " from "	41 76
Marie Bridge and Marie Railway Station	A. Cobb	¼	3	12 "	28 00
Marie Bridge and Milburne	do	4	3	12 "	40 00
Marsh Road and Morell Station	P. J. Hughes	2½	2	12 "	20 00
Midgell and Midgell Railway Stn.	W. Robbins	¾	3	12 "	17 72
Mill Cove and Railway Station	J. P. Duggan	2½	2	12 "	26 00
Mill River and Railway Station	N. Doiron	½	12	6 " (to Dec. 31, '01)	20 00
do do	J. E. Gallant	½	12	3 " (to Mar. 31, '02)	10 00
do do	N. Doiron	½	12	3 " from "	10 00
Mill River and Roxbury	D. M. Doiron	9¾	3	5 " (to Nov. 30, '01)	39 60
do do	J. E. Gallant	9¾	3	1 " (to Dec. 31, '01)	7 50
do do	N. P. Doiron	9¾	3	3 " (to Mar. 31, '02)	22 50
do do	J. E. Gallant	9¾	3	3 " from "	22 50
Millview and Summerville	J. H. McInnis	7	6	12 "	120 00
Milton Station and North Milton	W. McNeill	2	3	12 "	39 00
Milton Station and Railway Station	do	⅛	6	12 "	40 69
Miscouche and Railway Station	A. F. Gillis	½	12	12 "	38 00
Montague Bridge and Murray Harbour North	J. Rose	21	6	12 "	463 00
Montague Bridge and Railway Stn.	J. J. McDonald	4½	6	12 " and extra trips	162 25
Montague Bridge and Valleyfield East	A. Nicholson	2½	3	12 "	29 00
Montague Bridge and Victoria Cross	J. Maher	3	3	12 "	29 18
Montague Cross and Orwell	J. McCabe	5¼	3	12 "	48 00
Morell Station and Railway Station	W. Duff	⅛	12	12 "	15 00
Morell Station and Simnott's Road	M. Cullen	7	3	12 "	66 72
Mount Carmel and Wellington Stn.	J. P. Perry	3 & 7	3 & 6	9 " (to Mar. 31, '02)	99 00
do do	R. McNeill	3 & 7	3 & 6	3 " from "	35 21
Mount Herbert and Southport	L. Wood	6½	2	12 "	54 00
Mount Pleasant and Railway Stn.	G. Nisbet	7½	2	12 "	28 48
Mount Stewart and Point de Roche	P. McCormack	4½	2	12 "	35 00
Mount Stewart and Railway Stn.	H. Smallwood	¼	12	12 " and extra trips	41 43
Mount Stewart and Savage Harbour	J. J. McIntyre	7	2	12 "	36 40
Muddy Creek and St. Nicholas Railway Station	J. I. Bearisto	1½	3	12 "	45 24
Murray Harbour South and White Sands	J. Hill	3	3	12 "	50 00
New Acadia and Railway Station	J. J. Gallant	¼	3	12 "	22 48
New Annan and Railway Station	W. B. Bowness	½	6	12 "	94 50
New Argyle and New Haven	J. Corrigan	4	3	12 "	59 36
New Perth and Poole's Road	L. Poole	1½	6	3 " (to Sept. 30, '01)	16 20
do do	G. W. Smith	1½	6	3 " (to Dec. 31, '01)	31 60
do do	N. Reilly	1½	6	6 " from "	29 50

APPENDIX B—*Continued.*

DETAILS of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
New Wiltshire and Railway Station	E. Easter.....	3/4	6	12 months.....	37 56
New Wiltshire and Tyrone	P. D. Hagan....	3	3	12 "	35 00
New Zealand and Railway Station.	J. Cantwell.....	1/8	3	12 "	38 00
Northam and Railway Station. ...	J. E. Yeo.....	1/16	6	12 "	40 00
Northam and Victoria West.....	M. McLellan....	5	2	12 "	52 00
North Lake and Souris East. ...	R. Kickham....	24 1/8	3	12 "	245 60
North St. Eleanors and Summerside	J. Desroches....	4 1/2	6	3 " (to Sept. 30, '01).	21 25
do do	M. Rogers.....	4 1/2	6	9 " from " ..	63 75
O'Leary Station and Railway Station	R. Ellis..... ...	1/16	6	12 " and extra trips .	40 02
O'Leary Station and West Cape....	J. Jelly.....	9	3	12 "	116 24
Orwell and Orwell Cove..... ...	D. Gillis	2	6	3 " (to Sept. 30, '01).	19 50
do do	N. M. Gillis ..	2	6	9 " from " ..	59 25
Palmer Road and St. Louis	W. Kinch	7 1/4	3	12 "	56 96
Peake's Station and Railway Station	B. D. Hayden..	1/16	12	10 " (to April 30, '02).	33 33
do do	P. J. Goodwin..	1/16	12	2 " from " ..	6 66
Peake's Station and Ruskin	J. Collins.....	9	2	12 "	84 00
Peake's Station and St. Patrick's Road..	D. McBride ..	3 1/2	2	12 "	24 00
Pisquid and Railway Station ..	J. A. McDonald	1 1/2	2	12 "	36 00
Pisquid and Webster's Corner....	M. Laverty.....	6	6	12 "	76 00
Pisquid Road and Vernon River...	E. O'Keefe.....	3	2	12 "	46 44
Pinsville and Pinsville Station.....	S. Gallant ..	2	2	12 " and arrears.....	21 00
Pinsville Station and Pinsville Railway Station..... ...	P. B. Doiron....	1/16	6	12 "	10 00
Poplar Grove and Railway Station.	S. Milligan	1 3/8	2	12 "	20 00
Port Hill and Railway Station.....	J. H. Yeo	4	12	12 " and extra trips..	131 86
Pownal and Village Green.....	L. Carver. . ..	3	2	12 "	20 00
St. Andrews and Railway Station..	J. McDonald....	1/8	3	12 "	25 00
St. Louis and Railway Station.....	A. Perry	1/16	6	12 "	15 60
St. Louis and Woodville..... ...	M. McGrath....	3	2	9 " (to March 31, '02)	18 74
do do	J Beairsto ...	3	2	3 " from " ..	4 62
St. Margarets and Bear River Railway Station....	J. D. J. McDonald...	5	3	12 "	57 72
St. Teresa and Railway Station...	A. Bradley	1/4	3	12 "	39 00
St. Mary's Road and St. Mary's Road East..	J. A. McGee...	2 1/2	2	1 " (from June 1, '02)	2 08
Scotchfort and Railway Station....	J. A. McDonald	1/4	2	12 "	15 08
Sea Cow Pond and Tignish.....	T. Nelligan.....	7 1/2	2	12 "	50 00
Skinner's Pond and Tignish..	J. F. Bernard...	10 3/4	2	3 " (to Sept. 30, '01).	12 25
do do	N. Gallant.....	10 3/4	2	9 " from " ..	67 50
Souris East and Railway Station...	C. Lavie	1/2	as req.	12 "	123 74
Suffolk Station and Railway Station	M. Ferguson....	1/16	2	12 "	30 00
Summerside and Railway Station..	J. Brehaut.....	1/2	as req.	12 "	255 28
Summerside and Steamer "Stanley"....	A. Waugh.....	.....	as req.	94 trips	23 50
do do (edge of ice)	do	.....	as req.	23 "	37 50
Summerside and Street Letter Boxes	J. Brehaut.....	1 1/2	18	12 months	75 00
Summerside and Wilmot Valley....	R. W. Dickson..	6	2	12 "	68 00
Tarantum and Webster's Corners .	T. Cummiskey..	2 1/2	2	12 "	30 00
Ten Mile House and Railway Station.....	D. Mullin.....	1 3/8	2	12 "	54 60
Thorndyke and Railway Station...	S. R. Browse....	2	3	12 "	16 48
Tignish and Railway Station.....	J. H. Gaudet...	1/2	12	12 " and extra trips..	75 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tracadie Cross and Railway Station	A. Johnston...	½	3	9 mos. (to March 31, '02)	22 50
do do	J. A. McDonald	½	3	3 " from " ..	7 50
Traveller's Rest and Railway Station	T. Townsend....	1	3	12 "	39 00
Union Road and Union Railway Station	C. Mallett.....	1	3	12 "	45 00
Wellington and Wellington Station	P. Ayers.....	1½	2	12 "	20 00
Wellington Station and Railway Station	F. T. Arsenault.	1/16	12	12 " and extra trips..	38 46
West Devon and Railway Station..	J. Morshead ...	1/16	6	3 " (to Sept. 30, '01).	5 33
do do ..	W. R. McNeil..	1/16	6	9 " from " ..	10 66
Western Road and Railway Station	H. J. Reid.. ..	1½	2	12 "	30 00
West St. Peters and Railway Station	J. McDonald....	2½	2	12 "	40 00
Winslow Station and Railway Station	J. Burrows.....	1/16	12	12 "	60 00
Wood Islands and Wood Islands North..	J. McMillan...	2½	3	12 "	39 00
					17,571 00

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Adstock and Robertson Station	H. Bolduc	9	3	3 months to Sept. 30, '01.	53 00
do do	L. Dubreuil	9	3	9 " from "	130 50
Agnes and Audet	M. Audet	10	1	12 "	52 00
Agnes and Railway Station (C. P.)	J. S. Wilson	¼	18	12 "	56 16
Agnes and Q. C. Railway Station	F. Lapointe	1	12	9 " (to Mar. 31, '02)	56 25
Agnes, C. P. to Q. C. Railway Station	do	¾	6	9 " (to Mar. 31, '02)	15 00
do do	J. O. Bérubé	1	12	3 " from "	28 08
Agnes and Three Lakes	H. W. Albro	10	1	12 "	50 52
Albanel and Normandin	Z. Lavoie	7	2	12 "	55 00
Allard Settlement and Nouvelle	J. Keays, jr	3	1	12 "	20 00
Allens Mills and Railway Station	D. Vir	100 yds.	6	12 "	31 30
Amqui and Railway Station	L. A. Pouliot	100 yds.	12	12 "	60 00
Ancienne Lorette and Quebec	J. Cloutier	10 & 3½	6 & 3	12 "	250 00
Armagh and Lafayette	S. Couture	9	6	6 " (to Dec. 31, '01)	69 50
Armagh and Marceauville	P. Langlois	3	3	11 " from Aug. 1, '01.	32 08
Armagh and St. Philemon	S. Couture	9	6	6 " from Jan. 1, '02.	69 50
Armagh and St. Raphael East	L. Boulanger	12	6	12 "	146 00
Armand and Railway Station	P. Morin	¾	12	12 "	140 00
Armstrong and St. Theophile	J. Richard	2¼	3	12 "	52 00
Arthabaskaville and North Ham.	R. Bergeron	21	6	12 "	449 00
Arthabaskaville and Railway Station	W. Perreault	2½	12	3 " (to Sept. 30, '01)	22 00
do do	P. I. Giroux	2½	12	9 " from "	66 00
Arthabaskaville and Victoriaville	do	2½	6	12 "	78 00
Assametquaghan and Mail Catching Post	S. Poirier	250 yds.	6	12 "	30 00
Aston Junction and Railway Station	T. Vigneault	15 yds.	12	12 "	10 00
Aston Station and Railway Station	A. Ouellette	120 yds.	6	12 "	18 00
Aston Station and St. Wenceslas	H. Marier	3	12	3 " (to Sept. 30, '01)	20 00
Aubert Gallion and St. George Beauce	M. C. Pozer	¾	6	12 "	40 00
Auvergne and Portneuf Station	L. Gignac	11½	6	12 "	150 00
Avignon and Matapedia	J. Poirier	7	6	12 "	165 00
Avignon and L'Immaculée Conception	T. C. Gallant	6	1	2 " from May 1, '02.	4 16
Avignon and St. François d'Assise	I. A. Gallant	8	1	12 "	25 00
Bagotville and Grande Baie	C. Levesque	3	as req.	Part of seasons 1901 & '02	46 00
Bagotville and Wharf	do	⅛	"	" "	23 00
Baie de la Trinité and Cariboo Islands	P. Z. Comeau	7½	"	" "	28 93
do do	J. B. Chouinard	7½	"	" "	10 00
do do	J. Jourdain	7½	"	" "	9 71
Baie de la Trinité and Pointe des Monts	J. A. Fafard	8½	"	" "	40 00
Baillargeon and Craigs Road Station	B. Huot	3	3	12 months	60 00
Baker Brook and Railway Station	A. McLean	6	12	12 "	247 48
Barrachois de Malbay and Point St. Peter, Gascons and Steamer Landing, Grand Pabos and Steamer Landing, Newport and Newport Point, Port Daniel East and Port Daniel Centre	North American Transportat'n Co	4, 1, 3½	as req.	Part of seasons 1901 & '02	389 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Barrachois de Malbay and Bridgeville	F. H. Hodgins..	3	2	12 months	50 00
Batiscan and Railway Station	J. P. Laguerre..	1¼	12	12 "	57 98
Batiscan and St. Pierre les Becquets	F. Maguy, jr....	3	12&6	12 "	235 00
Batiscan Station and Railway Station	W. L. Sauteur..	200 yds.	12	12 "	10 16
Beauce Junction and Railway Station	V. Bilodeau	64 yds.	24	12 "	60 00
Beauce Junction and St. Anges	A. St. Hilaire ..	8	6	12 "	210 00
Beaudet and Railway Station	J. Bouchard...	128 yds.	6	12 "	28 20
Beaudoin and St. Ferdinand	I. Fortier...	5	2	12 "	59 00
Beaumont and Levis	P. Carrier ...	10	6	12 "	240 00
Beaupré and St. Féréol	P. Bilodeau..	7	6	12 "	100 00
Beaurivage and Parkhurst	R. W. Lipsey...	3	6	3 " (to Sept. 30, '01).	22 50
do do	N. Brennan....	3	6	9 " from " ..	67 50
Bécancour and Ste. Gertrude	O. Roy.....	10½	6	12 "	210 00
Bécancour and St. Gregoire	S. Charron	9	6	12 "	160 00
Belair and Railway Station	J. Jobin.. . ..	1	6	10 " from Sept. 1, '01.	50 00
Bennett and St. Ferdinand	R. Bennett.....	5	6	9 " (to Mar. 31, '02).	134 25
do do	do . ..	5½	6	3 " from " ..	56 17
Bergerville and Quebec	J. Drolet.	3	6	12 "	90 00
Bergerville and Sillery Cove	G. Remillard ...	1½ & 2	6	12 "	57 50
Bernadette and St. Nicolas	M. Carrier.....	3½	3	12 "	40 00
Bersimis and Hamilton Cove	H. Gagnon.....	37	2	12 "	495 00
Bersimis and Manicouagan	R. H. Scougall..	30	2	Season, 1901-1902....	101 75
Bersimis and Pointe des Monts	N. A. Comeau..	.. ..	.....	"	720 00
Berthier (en Bas) and Railway Station	J. Blais	2½	18	12 months	105 00
Bic and Railway Station	A. Dassylva....	10 yds.	as req.	12 "	36 00
Bic and St. Valerien de Rimouski	C. Simon.. . .	3½	3	12 "	49 00
Bishops Crossing and Dudswell Centre	C. H. Evans....	2	6	12 "	83 75
Bishops Crossing and Railway Station	J. B. McFadden	125 yds.	12	12 "	46 25
Black Cape and Querry	V. LeBlanc.....	4½	3	12 "	56 00
Black Lake and Railway Station	C. Lachance....	100 yds.	12	12 "	40 00
Black Lake and Richardville	E. Guerard ...	7	6	10 " from Sept. 1, '01.	130 00
Black Lake and St. Ferdinand.	F. Bilodeau.....	15	6	12 "	294 00
Blanchet and St. Lambert de Lévis.	J. Paquet	3½	12	12 "	35 00
Blandford and Goupil	E. Goupille.....	4½	1	12 "	25 00
Blandford and Stanfold	P. L'Heureux ..	9	4	12 "	108 00
Boissonneault and Ste. Agathe de Lotbinière	O. Bissonneault.	4	3	12 "	50 00
Boivin and St. Elzear de Beauce	N. Jacques... ..	3	2	12 "	40 00
Bolduc, Jersey Mills and St. Gédeon de Marlow	E. J. Cahill ...	18	3 & 1	2 " (to Aug. 31, '01).	29 16
Bolduc and St. Evariste Railway Station.	A. Brousseau....	15	6	10 " from Sept. 1, '01.	164 16
Bolduc and St. Gédeon de Marlow	H. Poulin	8	3	10 " from " ..	74 16
Bonaventure Island and Percé.	G. Aubert.....	3	3	12 "	125 00
Bourg Louis and Railway Station	P. Russell.....	3	6	12 "	75 00
Broughton Station and Railway Station.	O. Collet.... ..	150 yds.	12	12 "	30 00
Broughton Station and West Broughton	E. Bolduc	6½	6	12 "	134 00
Buckland and St. Damien de Buckland	J. Godbout.....	8	6	12 "	145 00
Bulstrode Station and Railway Station	J. O. A. Côté...	200 yds.	12	9 " (to Mar. 31, '02..	25 00
Caban and Railway Station.	E. Pelletier.....	1¼	12	12 "	100 00
Cacouna and Cacouna South	A. Levesque....	2	6	Part of seasons 1901 & '02	46 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week	Period.	Amount.
					$ cts.
Cacouna and Railway Station	T. Sirois	2½	12 & 19	9 mos., 2 d. (to Apr. 2 '02)	185 50
do do	J. Rioux	2½	12	2 " 28 d. from "	32 83
Campbells Corner and Inverness	J. Campbell	2	6	12 "	50 00
Cap à l'Aigle, Murray Bay and Mount Murray	A. Tremblay	3 & 2	14	Part of seasons 1901-1902	106 14
Caplin River and St. Alphonse de Caplin	E. Kerr	8	2	12 months	70 00
Cap Madeleine and Three Rivers	H. Vaillancourt.	5	6	12 "	140 00
Cap Rouge and Quebec	J. Drolet	9	6	12 "	175 00
Cap St. Ignace and Railway Station.	T. Guimont	2½	18	12 "	90 00
Cap St. Ignace and St. Apolline de Paton	A. Paradis	21	1	12 "	80 00
Cap St. Ignace and Railway Station.	J. S. Bernard	¾	12	12 "	20 00
Cap Santé and Les Ecureuils	O. Gauvreau	4½	6	12 "	150 00
Cap Santé and Portneuf	S. Brière	5	6	12 "	128 08
Caron Brook and Railway Station.	R. Long	3	6	12 "	112 00
Casault and Railway Station	J. Ouellet	2	3	12 "	40 00
Castlebar and Danville	R. Jarvis	6	6	12 "	200 00
Causapscal and Railway Station	J. Bouchard	259 yds.	12	12 "	85 00
Cedar Hall and Lac Matapedia	W. Wallace	5	2	3 " (to Sept. 30, '01).	7 50
do do	C. Bernier	5	2	9 " from "	22 50
Chambord and Railway Station	J. Bilodeau	½	12 & 6	12 "	125 24
Champigny and Railway Station	J. N. Drolet	1	6	12 "	24 00
Champlain and Railway Station	H. Lamothe	1½	12	12 "	59 97
Channay and Piopolis	P. Faucher	9	2	12 "	74 00
Charlesbourg and Railway Station.	F. Binet	1	6	6 " (to Dec. 31, '01).	37 50
do do	J. Bourret	1	18	6 " from "	37 50
Charlesbourg West and Ry. Station.	F. Jobin	250 ft.	18	12 "	50 00
Chaudiere Basin and Etchemin	A. Cantin	3	6	6 " (to Dec. 31, '01).	25 00
do do	A. Samson	3	6	6 " from "	37 50
Chaudiere Curve and Ry. Station.	E. Fontaine	50 yds.	12	12 "	40 00
Chaudiere Mills and Ry. Station.	G. Breakey	3½	6	12 "	99 84
Chaudiere Station and Ry. Station.	C. F. Coleman	300 yds.	12	12 "	60 00
Chaumont and St. Agapit	J. J. Dumont	3	3	12 "	35 00
Chemin Taché and St. François Xavier de Viger	J. B. Morin	6	4	12 "	123 00
Chicoutimi and Grande Baie	N. Duchesne	13	6	12 "	308 48
Chicoutimi and Laterrière	H. Maltais	10	6	12 "	199 00
Chicoutimi and Letter Box	P. Girard,	½	6	12 "	46 95
Chicoutimi and Railway Station	T. Desbiens	½	12	12 "	169 50
Chicoutimi and Rivière du Moulin	T. Villeneuve	1¼	as req.	12 "	21 20
Chicoutimi and Tremblay	F. Simard	2	6	12 "	85 00
Chicoutimi and Wharf	T. Desbiens	½	as req.	Part of seasons 1901-1902.	66 00
Clair and Railway Station	L. D. Bernier	60 feet.	12	12 months	71 76
Clairvaux de Charlevoix and St. Paul's Bay	C. Boivin	7½	3	12 "	78 00
Clapham and Hill Creek	R. Kerr	3¼	2	12 "	35 00
Clapham and Inverness	A. J. Porter	13½	3	12 "	156 00
Clapham and Jamieson	A. S. Jamieson	2	3	12 "	40 00
Coleraine Station and Ry. Station.	J. Roberge	67 yds.	12	12 "	40 00
Coleraine Station and Wolfestown.	A. Bilodeau	9	6	12 "	250 00
Connor and Railway Station	E. Blais	⅛	12	5 " (to Nov. 30, '01).	13 75
do do	J. Couture	⅛	12	7 " from "	19 25
Cocoocache and LaTuque	J. Mercier	48	1	12 "	90 00
Copperfield and West Broughton	P. Landry	2½	3	12 "	49 00
Corris and Railway Station	J. U. Messier	100 feet.	12	12 "	25 00
Cote's Mills and St. Fortunat	L. Goudreau	2½	3	12 "	49 00
Craigs Road Station and Railway Station	N. Fournier	10 yds.	12	12 "	24 00
Cross Point and Ste. Anne de Restigouche	J. Olscamp	2	6	1 " (to July 31, '01).	9 16
do do	W. Murray	2	6	11 " from "	90 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Culdaff and St. Joseph de Beauce	N. Gagné	14	6	9 mos. (to March 31, '01)	255 00
do do	L. Dorval	14	6	3 " from "	85 00
Cumberland Mills and River Gilbert	T. J. Taylor	8	1	12 "	52 00
Dablon and Railway Station	J. Potvin	1	6	9 " (to March 31, 02).	45 00
Danville and Railway Station	E. J. Connolly	¾	5	12 "	30 00
Danville and St. Camille	do	17	6	12 "	380 00
D'Artagnan and St. Henri de Lévis	V. Bolduc	1	6	12 "	60 00
D'Auteuil and Warwick	P. L. Bélanger	7	3	12 "	70 00
Daveluyville and Railway Station (Maddington Falls)	A. Davelny	½	12	3 " (from April 1, '02)	25 00
Delagrave and St. Pierre Railway Station	L. Laverdière	¼	12	12 "	30 00
Delisle and St. Joseph d'Alma	A. Asselin	12	3	3 " (to Sept. 30, '01).	29 24
do do	F. Gagné	12 & ¾	3	6 " (to Mch 31, '02)	63 48
do do	J. Côté	12 & ¾	3	3 " from "	31 74
Delisle and Taillon	F. Larouche	12	1	12 "	45 00
Denison's Mills and Richmond	J. Hodge	8	3	12 "	155 00
Dequen and Railway Station	A. Bilodeau	1	6	7 " (to Jan. 31, '02)	47 25
do do	do	1	12	5 " from "	67 50
Deschambault and Railway Station	F. Paquin	2½	12	12 "	45 74
D'Israeli and Railway Station	M. Lord	120 yds.	12	12 "	53 00
D'Israeli and St. Fortunat	L. Lemay	13	6	12 "	280 09
Douglastown and Douglas West	M. Kennedy	2½	2	9 " (to March 31, '02)	26 25
do do	I. Rooney	2½	2	3 " from "	7 00
East Broughton and Ry. Station	J. Vallée	1½	12	12 "	60 00
East Magdala and Ste. Anastasie	A. Gosselin	4	1	12 "	35 00
Edmundston and Railway Station	F. Hébert	¾	12	12 "	39 00
Elgin Road and Railway Station	J. Talbot	1	3	8 " (to Feb. 28, '02)	26 25
do do	S. Duvert	1	3	4 " from "	11 66
Escuminac and Fleurant	D. Campbell	8	1	12 "	39 00
Esquimaux Point and Moisie	J. Cormier			Season 1901-02	475 00
Esquimaux Point and Natashquan	P. Preverreau			"	200 00
Etchemin and Levis	F. Joncas			3 mos. 19 days (to Oct. 19, '01)	50 00
do do	J. Dussault			Special trip	2 00
Etchemin and New Liverpool	G. Cadorette	2	6	9 mos. (to March 31, '02)	101 25
Etchemin and Railway Station	L. Lambert	1	as req.	9 " (to March 31, 02)	120 00
Etchemin and St. Jean Chrysostôme	C. Carrier	3	6	9 " (to March 31, 02)	51 00
Father Point and Railway Station	D. Rouleau	2	12	2 " (to Aug. 31, '01).	30 00
do do	L. Caron	2	12	10 " from "	145 83
Fontenelle and Gaspé Basin	J. Stanley	8	1	12 "	40 00
Forestdale and Railway Station	V. Burrill	150 ft.	12	12 "	20 00
Fox River and Grande Grève	G. O'Connor	20	3	7 " (to Jan. 31, '01)	189 00
do do	A. Samuel	20	3	5 " from "	145 83
Fox River and Petite Madeleine	A. Element	51	2	3 " (to Sept. 30, '01).	167 12
do do	N. Tapp	51	2	9 " from "	456 25
Frampton and Mount Robson	L. Audet	6	2	12 "	45 00
Frampton and St. Henedine	J. Audet	13	6	12 "	250 00
Frampton and Springbrook	W. Miller	4	3	12 "	50 00
French Village and Richmond	F. X. Decoteau	15	6	12 "	300 00
Frontenac and St. Jean des Chaillons	J. B. Fortier	9½	6	9 " (to Mar. 31, '01).	123 75
do do	M. L. Fortier	9½	6	3 " from "	41 25
Garneau Junction and Garneau Railway Station	J. Trembly	150 ft.	12	3 " (from April 1, '02)	2 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Garthby Station and Garthby West	A. Grenier	3	2	12 months	48 00
Garthby Station and Railway Station	T. Jacques	200 yds.	12	12 "	60 00
Garthby Station and Vezina Corner	E. Coté	8	1	12 "	50 00
Gaspé Basin and Gaspé Bay South	J. H. Eden	4½	3	12 "	75 00
Gaspé Basin and Grande Gréve	C. Fortin	15	6	12 "	478 75
Gaspé Basin and Percé	R. Knox	36	6	12 "	1,976 00
Gaspé Bay South and Sunnybank	G. F. Patterson	3	2	12 "	30 00
Grande Baie and L'Anse St. Jean	R. Gagnon	54	2	12 "	230 00
Grande Baie and Otis	P. Potvin	15	1	Part of seasons 1901 & '02	24 93
Grandes Piles and Lac à La Pêche	W. H. Parker	10	6	" "	150 00
Grandes Piles and La Tuque	P. Chandonnet	72	ftnly.	12 months	325 00
Grandes Piles and Railway Station	A. Créte	½	12	3 " (from April 1, '02)	12 50
Grandes Piles and St. Jean des Piles	U. Naulc	½	6	12 "	80 00
Grandes Piles and St. Joseph de Makinac	J. L. Doucette	20	1	3 " (to Sept. 30, '01).	19 50
do do	L. Hamel	20	1	9 " from "	58 50
Grand Fond and Murray Bay	W. Dufour	8	1	12 "	26 00
Grand Mére and Grand Mére Village	L. Pleau	1	6	12 "	31 30
Grand Mère and Lac à la Tortue	Laurentide Pulp Co	2½	12	12 "	60 00
Grand Mére Station and Ste. Flore	X. Vincent	4	6	3 " (to Sept. 30, '01).	18 75
Grand Mére Village and Railway Station	L. Pleau	1	6	12 "	30 60
Grand Metis and Metis Point	D. Levesque	6	6	Season 1901 and part of season 1902	69 00
Grand Metis and Railway Station	F. Chamberland	3	12	12 months and extra trips	217 20
Green River and Railway Station	L. Carrier	4½	6	12 "	120 91
Grenier and St. Elzear de Beauce	A. Lavoie	4½	2	12 "	35 00
Groudines and Railway Station	L. Coté	3½	12	11 " 18 days (to June 18, '02)	190 00
do do	do	3½	6	12 days from "	3 03
Guay and Levis	J. Verreault	½	13 19	12 months	75 00
Hadlow Cove and Railway Station	L. Samson	200 yds.	18	12 "	80 00
Hadlow Cove and St. David de Levis	N. Begin	1	12	12 "	80 00
Hamilton Cove and Les Escoumains	A. Tremblay	27	3	12 "	325 00
Hauteur and St. Gabriel de Rimouski	J. B. Dubé	6	2	12 "	44 00
Hebertville and Railway Station	M. Tremblay	3½	12	9 " (to Mar. 31, '02).	84 00
do do	A. Tremblay	3½	12	3 " from "	23 75
Hedleyville and St. Roch de Québec	H. Talbot	¾	12	3 " (to Sept. 30, '01).	18 00
do do	do	¾	12	9 " from "	112 50
Henderson Vale and Millfield	H. T. Henderson	5	2	12 "	40 48
Heronville and Railway Station	N. Roberge	200 yds.	as req.	12 "	30 00
Hocquart and St. Clement	A. Ouellet	8	3	3 " (from April 1, '02)	31 50
Isle aux Coudres and La Baleine	U. Perron	4	3	12 "	45 00
Isle aux Coudres and St. Paul's Bay	E. Dufour	9	3	12 "	192 00
Isle aux Grues and Montmagny	F. X. Lachance	6	3	12 "	260 00
Isle Verte and Notre Dame de l'Isle Verte	E. Fraser	6	2	3 " (to Sept. 30, '01).	40 00
do do	G. Marquis	6	2	9 " from "	112 50
Isle Verte and Railway Station	L. Coté	1	12	12 "	85 00
do do	do	1	12	12 "	53 01
Isle Verte and St. Paul de la Croix	J. Coté	10	4	12 "	148 00
Inverness and Kinnear's Mills	W. Cox	22	3	9 " (to Mar. 31, '02).	106 50
do do	C. Mitchell	12½	3	3 " from "	47 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Inverness and Ste. Julie Railway Station	P. Lapointe	11	7	12 months	200 00
Inverness and Woodside	G. Henderson	12¼	3	12 "	128 00
Ivry and Notre Dame du Lac	J. B. Leclerc	1½	6	12 "	60 00
Jonquières and Railway Station	O. Gagnon	¼	12	12 "	113 00
Jonquières and St. Cyriac	N. Potvin	10	1	12 "	52 00
Kamouraska and Railway Station	P. Madore	5	24-12	12 "	195 00
Kelly's Mills and Railway Station	D. Rousseau	20 yds.	12	12 "	15 00
Kenogami and Railway Station	W. Larouche	20 yds,	6	12 "	10 00
Kingsey Falls and Lorne	G. Boutin	4	12	12 "	150 00
Kingsey Falls and Robson	O. F. Blake	9	2	12 "	80 00
Kinnear's Mills and Robertson Station	W. T. Morrison	11	6	12 "	350 00
Kiskissink and Railway Station	N. Simoneau	¼	6	12 "	50 00
La Barre and Railway Station	T. Lavoie	300 yds.	12	2 " (from May 1, '02)	1 66
La Beauce and Railway Station	J. Gregoire	⅓	24	3 " (to Sept. 30, '01).	25 00
La Beauce and St. Elzear de Beauce	L. Rouleau	3	6	3 " "	24 00
Lac à la Tortue and Proulxville	J. St. Armand	10	6	9 " (to Mar. 31, '02).	104 25
do do	J. B. Lafontaine	10	6	3 " from "	33 25
Lac à la Tortue and Railway Station	A. Brunelle	⅛	12	12 "	50 00
Lac à Laurent and l'Anse au Foin	A. Larouche	9	1	4 " (from Mar. 1, '02)	17 33
Lac au Sable and Railway Station	J. B. Darveau	100 ft.	12	12 "	30 00
Lac au Saumon and Railway Station	L. St. Laurent	40 yds.	6	12 "	12 00
Lac Bouchette and Lac Bouchette Railway Station	J. Potvin	1	12	3 " (from April 1, '02)	15 00
Lac Clair and Tremblay	J. Boulianne	18	1	12 "	55 00
Lac des Commissaires and Railway Station	P. J. Masson	4½	1	4 " (from Mar. 1, '02)	11 66
Lachevrotière and Lotbinière	C. Noel	5¼	6	6 " (to Dec. 31, '01)	200 00
do do	A. Arcand	5¼	6	6 " from "	212 50
Lachevrotière and Railway Station	V. Portelance	¼	12	6 " (to Mar. 31, '02).	25 00
do do	J. Sauvageau	¼	6	3 " from "	25 31
Lac Matapedia and Railway Station	J. Campbell	¼	12	6 " (to Dec. 31, '01)..	30 00
do do	C. Rousseau	¼	12	6 " from "	30 00
Lac St. Joseph and Railway Station	L. Piché	100 yds.	12	12 "	35 00
La Décharge and Tremblay	J. Bouchard	21	1	12 "	75 00
Lafayette and St. Magloire	S. Nolette	11	6	3 " (to Sept. 30, '01).	62 50
Lagacé and Matapedia	P. Lagacé	4	2	12 "	50 00
Lagacé and St. André de Restigouche	L. Leblanc	4	2	12 "	50 00
Lake Aylmer and Lake Weedon	F. Gauthier	12	6	6 " (to Dec. 31, '01).	74 50
do do	E. Champoux	12	6	3 " (to March 31, '02)	50 00
do do	F. Gauthier	12	6	3 " from "	50 00
Lake Beauport and Quebec	E. Brown	13	2	12 " and extra trip	174 47
Lake Edward and Railway Station	J. W. Baker	⅛	12	3 " (to Sept. 30, '01)	15 80
do do	Whitehead and Turner	⅛	12	3 " (to Dec. 31, '01).	15 80
do do	A. J. Turner	⅛	12	6 " from "	46 50
Lake Etchemin and Langevin	A. Fortier	10	6	12 "	195 00
Lake Etchemin and Ste. Rose de Watford	L. Lacasse	12	3	12 "	84 84
Lake Etchemin and Standon	G. Nadeau	10	6	12 "	150 00
Lake Weedon and Railway Station	J. E. Beaubien	60 yds.	12	12 "	50 00
Lambton and Railway Station	L. Langlois	7⅜	12	12 "	200 00
L'Anse à Giles and Railway Station	O. Langelier	2	6	12 "	56 00
L'Anse au Foin and Tremblay	W. Simard	8	4	12 "	145 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
L'Anse St. Jean and Petit Saguenay	M. Tremblay....	12	1	Part of seasons 1901 & '02	51 33
do do	T. Bouchard ...	12	2	9 months from Oct. 1, '01	68 55
La Petite Rivière St. François and St. Paul's Bay.....	J. Racine. ...	15	6 6	" (to Dec. 31, '01..)	109 50
do do	I. Tremblay . .	15	6 6	" from " ..	109 50
Larochelle and St. Norbert d'Arthabaska.....	D. Boulanger. ..	4	3 12	"	72 00
Lauzon and Lévis.....	G. Bordeleau. .	2	12 9	" (to March 21, '02	75 00
do do	C. Carrier	2	12 3	" from " ..	25 00
Lauzon and St. Joseph de Lévis and Street Letter Boxes.....	E. Ruel.....	1¼	12 12	"	100 00
Laval and Quebec.....	W. Brown.....	17	2 12	"	75 00
Leeds Village and Lemesurier.....	C. Ross.	5	3 2	" (to Aug. 31, '01).	27 00
do do	J. Hutchison....	5	3 10	" from " ..	84 17
Leeds Village and Lyster Station.	H. Patterson. .	17	6 12	"	400 00
Leeds Village and Wilsons Mills...	H. McCutcheon.	2	6 12	"	100 00
Les Eboulements and Quai des Eboulements.....	G. Gagnon.. ...	3	3 9	" from Oct. 1, '01.	54 99
Les Eboulements and St. Hilarion.	Z. Harvey .	8	6 2	" (to Aug. 31, '01).	40 50
do do ..	O. Tremblay....	8	6 10	" from " ..	129 16
Les Eboulements and Steamer Landing....	E. Tremblay....	5	as req.	Part of seasons 1901 & '02	95 60
Les Escoumins and Tadousac	F. Brisson ..	27	4	12 months	440 00
Lessard and St. Elzear de Beauce..	F. Blais.....	½	6 12	"	22 00
Lévis Branch Post Office and Street Letter Boxes.....	X. Guay.....	5½	 12	"	300 00
Lévis and Quebec South..... .	Marceau & Halle	.....	.....	Special trip.....	0 75
Levis and Quebec.....	E. de Lafontaine	1	18&12	9 mos. (to March 31, '02)	195 00
do do	X. Guay..	1	18&12	3 " from " .	74 00
Lévis and Railway Station.....	G. Chamberland	¼	as req.	12 "	150 00
Lime Ridge and Marbleton..	J. Dodier.....	1	6	12 "	18 00
Lime Ridge and Maine Central Railway Station	J. H. Barber....	⅛	12	12 "	40 00
Liniere and Marlow.	G. Rhéaume....	7	6	12 "	140 00
Liniere and Metgermette....	J. Jacques.....	13½	3	12 "	134 00
Linière and Railway Station (St. François (N.E.).	C. Grondin.....	18½	6	12 "	500 00
L'Islet and Railway Station.....	E. Morin. . .	2¼	18	9 " (to March 31, '01	140 61
do do	A. Leclerc.....	2¼	18	3 " from " ..	37 25
L'Islet Station and Railway Station	C. Gagnon.....	¼	6	12 "	15 65
Little Metis and Railway Station..	D. Tuggey.....	7 & 6	as req.	3 " 16 days, broken period.....	95 25
Lorette and Railway Station	J. B. Linteau...	5 & 6	18	12 "	63 00
Lorne and Railway Station.. ...	C. E. Pope.....	20 yds.	12	12 "	68 00
Lotbinière and Rivière Bois Clair	L. Belanger.....	6	6	1 " (to July 31, '01)..	15 00
do do ..	E. Rhéaume...	6	6	11 " from " .	151 25
Lotbinière and Ste Croix.....	T. Lemay	14	6	1 " (to July 31, '01).	56 70
do do	L. Laroche.....	14	...	11 " from " .	320 83
Lotbinière and St. Jean des Chaillons	A. Bélanger .. .	10	.....	1 " (to July 31, '01).	23 76
do do ..	A. Charland ...	10	.. ..	11 " from " ..	180 58
Lourdes du Blanc Sablon and Natashquan...	J. Hebert... .	.....	.....	Seasons 1901 & '02... .	400 00
Lourdes and Plessisville.....	J. B. Richard. .	8	6	9 mos. (to March 31, '02)	120 00
do do	A. Lafond.....	8	6	3 " from " ..	38 50
Lower Ireland and Thedford Mines.	S. Robinson	12½	2	12 " and arrears.....	107 19
Marbleton Railway Station and South Ham...	G. A. Dodier...	14½	6	12 "	274 00
Marcel and St. Godfroi.....	C. Grenier.....	5½	3	3 " from April 1, '02.	18 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Marlow and United States Boundary Line	J. Farley	14½	3	12 months	175 00
Matane and Railway Station	W. Pelletier	32	6	3 " (to Sept. 30, '01).	147 25
do do	Z. Pelletier	32	6	9 " from "	441 75
Matane and Ste. Anne des Monts	E. Sirois	57	3	9 " (to March 31, '02)	486 75
do do	J. Bonneau	57	3	3 " from "	194 50
Matane and Ste. Félicité	B. Premont	9	3	12 "	70 00
Matane and St. Luc de Matane	J. LeBreux	6	3	12 "	75 00
Matapedia and Railway Station	E. Doiron	200 yds.	12	12 "	118 00
Matapedia and Runnymede	J. Lawlor	12	1	12 "	80 80
Mathieu and St. François (N.E.)	F. X. Lacombe	5	2	12 "	69 48
Mercier and Notre-Dame du Rosaire	P. Morin	6	6	12 "	158 00
Metabechouan and Railway Station	J. Gauthier	200 yds.	12	12 "	50 76
Metabechouan and St. Hilaire du Lac St. Jean	J. Tremblay	13½	1	12 "	60 00
Méthot's Mill's and Ste. Agathe de Lotbinière	A. Payeur	8	6	12 "	181 66
Miguasha and St. Jean l'Evangéliste	A. Labillois	5	1	12 "	38 00
Miguick and Miguick Railway Station	J. Boiselle	10 yds.	6	3 " (from Apl. 1, '02)	3 75
Millstream and Railway Station	Mrs. J. F. McDonald	30 ft.	6	12 "	30 00
Mistassini and Peribonca	J. Girard	20	1	12 "	80 00
Mistassini and Ticonabe	E. Perreault	18	3	12 "	180 00
Mitchell Station and Ste. Brigitte des Saults	J. Beaulieu	4	6	3 " (to Sept. 30, '01)	20 00
Moisie and Pointe des Monts	L. Pelletier			Seasons 1901 & '02	600 00
Montauban and Railway Station	J. Biron	1	12	3 mos. (to Sept. 30, '01).	12 25
do do	P. Fortin	1	12	9 " from "	36 75
Mont Carmel and Railway Station	A. Langelier	3	6	12 "	68 00
Montmagny and Railway Station (Express)	A. Gamache	1	12	12 "	72 00
Montmagny and Railway Station (Local)	W. Gamache	1	12	12 "	70 00
Montmagny and Rocher de la Chapelle	A. Chiquette	3	3	12 "	50 00
Moose Park and Railway Station	D. Mitchell	500 ft.	12	12 "	20 00
Morigeau and St. François de Montmagny Railway Station	O. Tremblay	2	6	12 "	40 00
Morigeau and St. François de Montmagny Railway Station	do	2	6	12 "	40 00
Moulin Têtu and Ste. Agapit	J. Gosselin	3	6	12 "	98 00
Mulock and Mail Catching Post	E. F. Roy	60 ft.	6	12 "	15 00
Murray Bay and Ste. Agnes de Charlevoix	C. Jean	9	6	12 "	139 48
Murray Bay and St. Paul's Bay	E. Bouchard	30	6	12 "	849 00
Murray Bay and St. Siméon	F. Tremblay	20	6	12 "	369 00
Murray Bay and Steamer Landing	L. Trudel	3	as req.	Part of seasons 1901 & '02	199 50
New Armagh and St. Sylvester West	N. McKee	4	3	12 months	57 00
Newbois and Scott Junction	H. Bruneau	9	6	12 "	200 00
New Ireland and Richardville	J. A. Porter	4½	6	3 " (to Sept. 30, '01).	25 10
New Liverpool and St. Romuald d'Etchemin	G. Cadorettte	2	6	3 " (from April 1, '02)	33 75
Newport Point and Paspebiac	G. Sutton	34	6	1 " (to July 31, '01).	100 00
do do	G. Almond	34	6	11 " (from Aug. 1, '01)	1,067 91
Newport Point and Percé	I. T. N. Savage	34	6	1 " (to July 31, '01).	150 00
do do	C. Johnston	34	6	11 " from "	1,191 66
New Richmond and New Richmond Centre	W. McColin	3½	2	12 "	40 00
Nicolet and Railway Station	J. L. Doré	⅓	12	12 "	73 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Nicolet and St. Grégoire	A. Hebert	8	12	12 months	99 00
Normandin and St. Félicien	B. Jean	20	3	12 "	150 00
North Ham and Vézina Corner	L. Juneau	8	1	12 "	74 00
North Wolfstown and Wolfestown	D. Larkin	3	3	12 "	55 00
Notre Dame de Rimouski and Railway Station	A. Parent	½	12	12 "	75 00
Notre Dame du Lac and Railway Station	A. Cloutier	1½	12	6 " (to Dec. 31, '01)	86 00
Notre Dame du Lac and Railway Station	E. Cloutier	1½	6	6 " from "	86 00
Notre Dame du Lac and St. Eusèbe de Cabano	E. Gagnon	8	1	8 " (from Oct. 1, '01)	26 66
Notre Dame du Portage and Railway Station	E. Michaud	7	6	12 " and extra trips	198 00
Notre Dame du Portage and St. Patrick	O. Peltier	3	6	Part of seasons 1901 & '02	37 60
Old Lake Road and Ry. Station	P. Caron	¼	6	12 months	62 60
Ouiatchouan and Railway Station	P. Desbiens	50 ft.	6	12 "	15 65
Pearl Lake and Pearl Lake Railway Station	J. Filion	100 yds.	6	3 " (from April 1, '02)	3 75
Pelletier's Mills and Ry. Station	J. H. Pelletier	4	6	12 "	100 00
Pentecost River and Pointe aux Anglais	N. Dugas	7	as req.	Part of seasons 1901-1902	30 71
Perthius and Railway Station	C. J. Godin	500 ft.	12	12 months and arrears	50 71
Petite Madeleine and Ste. Anne des Monts	G. Larouche	56	2	2 " (to Aug. 31, '01)	115 00
do do	M. St. Laurent	56	2	10 " "	520 00
Petit Saguenay and St. Stanislas de Chicoutimi	J. de Gagné	6	1	3 " (from April 1, '02)	13 00
Petit Village and St. Ephrem de Tring	J. Pomerleau	2¼	3	12 "	34 00
Pintendre and St. Henri Station	J. Carrier	2	6	12 "	50 00
Plessisville and Letter Box	P. Chamberland	¼	6	9 " (to Mar. 31, '02)	18 75
do do and Station	F. Boulé	1⅛	6 & 6	3 " (from "	15 00
do do do	do	1	6	9 " (to Mar. 31, '02)	26 25
do and St. Ferdinand	P. Provencher	15	6	1 " (to July 31, '01)	28 08
do do	J. Provencher	15	6	11 " from "	308 92
Plessisville and St. Pierre Baptiste	R. Bergeron	12⅔	6	12 "	250 00
Pointe à la Garde and Ry. Station	C. Fair	⅓	6	12 "	52 00
Pointe aux Orignaux and Quai St. Denis	J. Beaulieu	4	6	Part of seasons 1901 & '02	10 00
Pointe aux Orignaux and Rivière Ouelle	J. Le Brun	5	12 & 6	9 mos. (to Mar. 31, '02)	87 25
do do	A. Michaud	5	12 & 6	3 " from "	23 75
Pointe aux Trembles and Pont Rouge	J. Béland	8	6	2 " (to Aug. 31, '01)	29 16
Pointe aux Trembles and Pointe aux Trembles West	J. Robitaille	3	3	10 " from "	33 33
Pointe Bleue and Roberval	L. E. Otis, Jr.	5	3	10 " (to April 30, '02)	70 83
do do	J. Lonier	5	3	2 " from "	14 16
Pont Rouge and Railway Station	C. Lefebvre	½	as req.	12 "	92 00
Portneuf and Railway Station	S. Brier	1	12	12 "	75 21
Price and St. Octave Station	T. Nadeau	3	12	12 "	140 00
Providence and St. Victor de Tring	R. Plante	4½	3	12 "	55 12
Quai de Rimouski and Rimouski	P. Fournier	2	6	12 "	95 00
Quebec and Isle d'Orleans	P. Plante	27,22,8	6-3-3	6 " (from Jan. 1, '02)	365 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Quebec and Immigration Letter Box	E. Corneil	¾	as req.	Part of seasons 1901 & '02	20 00
Quebec Letter Carriers Service	Quebec District Ry. Company		as req.	12 months	750 00
Quebec and St. Roch de Quebec, &c., Street Letter Boxes	E. Savard	8¾	31	12 "	1,750 00
Quebec and St. Roch de Quebec, Exposition Grounds	do	1	12	Special trips	9 00
Quebec and Pointe aux Trembles	H. Béland	22	6	10 mos. (from Sept. 1, '01)	241 66
Quebec Ry. Station and Steamer Landing	A. Gagné	½	as req.	12 "	2,612 48
Quebec and St. Foye	J. Drolet	5	6	2 " (to Aug. 31, '01).	20 83
Quebec, St. Jean and St. François d'Orleans	A. Maranda	27	6 & 3	6 " (to Dec. 31, '01).	322 50
Quebec and Sillery	A. Cullen	6	12	4 " (to Oct. 31, '01)	83 33
do do	M. J. Aubin	6	12	8 " from "	166 66
Quebec and Stoneham	J. Corrigan	17	2	9 " (to Mar. 31, '02).	112 50
do do	W. Craig	17	2	3 " from "	35 00
Radnor Forges and Railway Station	J. J. Drummond	½	24	12 "	60 00
Ravignan and St. Rose de Watford	J. Lacasse	8	1	12 "	30 33
Reed's Mines and Thetford Mines	P. Dallaire	2½	3	1 " (to Sept. 30, '01).	4 58
do do	H. Harvey	2½	3	9 " from "	56 25
Reid's Station and Railway Station	U. Bellemare	66 yds.	6	10 " (from Sept. 1, '01)	9 16
Rimouski and Railway Station	F. Coté	½	as req.	2 " (to Aug. 31, '01).	62 00
do do	A. Rehel	½	as rex.	10 " from "	155 85
Rimouski and St. Blandine	C. Martin	9	4	12 "	148 00
Rivière à l'Ours and La Fourche des Chemins	L. P. Jodin	4	1	12 "	60 00
Rivière à Pierre and Ry. Station	J. Perron	½	12	9 " (to Mar. 31, '02).	37 12
Rivière aux Dorés and St. Félicien	L. Belanger	12	1	12 "	72 00
Rivière aux Pins and St. Gabriel Railway Station	M. Hayes	6½	2	12 "	90 00
Rivière des Plantes and St. François, N.E.	A. Rancourt	3½	3	12 "	50 00
Rivière du Loup (en bas) and Railway Station	M. L. G. Marchand	1½	62	12 "	900 05
Rivière du Loup (en bas) and Railway Station	F. Mignier	1⅛	12	12 "	90 60
Rivière du Loup and Street Letter Boxes	M. L. G. Marchand	1½	25	12 "	130 40
Rivière du Loup and Rivière du Loup Wharf	C. P. Pinze	2½	12	Part of seasons 1901 & '02	94 80
Rivière du Loup (en bas) and Steamer Landing	M. L. Pinze	3	as req.	Part of season 1901	60 55
River Gilbert and River Gilbert Gold Mines	J. Quirion	3½	6	12 months	140 00
River Gilbert Gold Mines and St. Benjamin	G. Mathieu	8	1	6 " (to Dec. 31, '01).	35 00
do do	C. Perras	8	2	6 " from "	45 00
River Makinac and St. Joseph de Makinac	J. L. Doucette	8	as req.	3 " (to Sept. 30, '01).	9 00
do do	L. Hamel	8	as req.	9 " from "	27 00
Rivière Noire and Railway Station	A. E. Beauchemin	0 01	12	12 "	20 00
Rivière Noire and Valère de Bulstrode	N. Dureault	4½	6	9 " (to Mar. 31, '02).	88 75
Riviere Ouelle and Railway Station	S. LeBrun	5	12	12 "	144 00
do do	do	5	6	12 "	72 00
Rivière Ste. Marguerite & Tadousac	A. Fortin	21	1	12 "	94 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rivière Sauvage and Mail Catching Post	D. Smith	⅛	6	12 months	15 00
Rivière Trois Pistoles and Railway Station	C. Morency	¼	12	12 "	31 50
Robertson Station and Railway Station	A. Talbot	56 yds.	12	12 "	40 00
Robertson Station and Sacré-Cœur de Marie	E. Gilbert	6	6	12 "	120 00
Roberval and Roberval Station	J. Bilodeau	¼	24	12 "	78 96
Roberval and Roberval West	F. Giasson	7	2	12 "	57 50
Roberval and St. Felicien	J. Thevierge	19	6	12 "	345 00
Roberval Hotel and Railway Station	H. G. Beemer	200 yds.	as req.	Part of seasons 1901-02	11 99
Rousseau's Mills and Rousseau's Mills Railway Station	E. Vallée	30 yds.	3 & 6	12 months	10 00
St. Adelphe de Champlain and St. Thècle Station	N. Trépanier	9	3	12 "	120 00
St. Adrien and Wotton	J. Boucher	10	3	2 " (to Aug. 31, '01).	60 00
do do	N. Dubois	10	3	10 " from "	145 83
St. Agapit and Railway Station	G. Olivier	¾	12	12 "	48 00
St. Agapit and St. Sylvester East	M. Vaillancourt	20	6	12 "	398 00
St. Agapit Station and Railway Station	G. Olivier	600 ft.	6	12 "	30 00
Ste. Agathe de Lotbinière and Ste Agathe East	F. Donovan	4½	3	12 "	75 00
St Alban and Railway Station	T. Allard	7	6	12 "	120 00
St. Alexandre de Kamouraska and Railway Station	R. Ouellet	¼	18	12 "	60 00
St. Alexandre de Kamouraska and St. Eleuthère	J. Blier	24	1	12 "	70 00
St. Anaclet and Railway Station	A. Banville	2½	12	12 "	80 00
St. André de Kamouraska and Railway Station	H. Michaud	5	12	12 "	269 00
Ste. Angèle de Laval and Railway Station	J. Coulombe	¼	12	12 "	48 00
Ste. Angèle de Rimouski and St. Joseph de Lepage	A. Leveque	6¾	6	12 "	160 00
Ste. Anne de Beaupré, St. Joachim and St. Tite des Caps	A. Girard	7 & 5	6	12 " (less fine)	249 00
Ste. Anne de la Perade and Railway Station	J. Courtois	½	12	3 " (to Sept. 30, '01).	10 75
do do	F. Cossette	½	12	2 " (to Nov. 30, '01).	7 16
do do	A. Picard	½	12	7 " from "	21 59
Ste. Anne de la Pérade and St. Prosper	F. X. Cossette	7	6	12 "	84 00
Ste. Anne de la Pocatière and Railway Station	C. Ouellet	1	as req.	12 "	150 00
Ste. Anne de la Pocatière and St. Onézime	A. Ouellet	6	3	12 "	80 00
Ste. Anne du Sault and Maddington Falls Railway Station	A. Davelny	½	12	9 " (to Mar. 31, '02).	74 75
Ste. Anselme and St. Anselme Railway Station	L. V. Bernier	1	18	12 "	105 00
St. Antoine Lotbinière and Railway Station	P. R. Breton	8⅞	6	12 "	190 00
St. Antoine Old Lake Road and Railway Station	R. Levesque	4½	6	12 "	109 55
St. Arsene and Railway Station	C. Gagnon	200 yds.	12	12 "	45 00
St. Arsene and Yiger	do	6	6	12 "	165 00
St Aubert and Railway Station	A. Caron	1½	12	1 " (to July 31, '01).	8 33
do do	S. Lamarre	1½	12	11 " from "	68 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Aubert and St. Pamphile	E. Tremblay	31	3	12 months	233 00
St. Augustin, Portneuf and Railway Station	J. H. Desroches.	3	6	2 " (to Aug. 31, '01).	16 41
St. Bazile, Portneuf and Railway Station	F. Paquet	2½	6	12	82 63
St. Bazile Station and Railway Station	C. A. Delage	150 yds	6	12	12 39
St. Benoit Labre and St. Victor de Tring	J. Rodrique	10	4	7 (to Jan. 31, '02)	70 00
do do	G. Busque	10	4	5 from "	50 00
Ste. Brigitte des Saults and Mitchells Railway Station	J. B. Beaulieu	4	6	9 (from Oct. 1, '01)	60 00
St. Bruno de Kamouraska and St. Pascal	O. Bonenfant	7	3	12	70 00
Ste. Camille and Sherbrooke	Z. Manseau	26	1	4 (to Oct. 31, '01) & arrears	22 00
do do	J. B. Sinotte	26	1	8 " from "	34 66
St. Casimir and Railway Station	N. Carignan	4½	12	12 "	84 00
St. Casimir and St. Thuribe	V. Guertin	4½	4	9 " (to Mar. 31, '02).	45 40
do do	J. H. Lachance	4½	4	3 " from "	18 50
St. Casimir and St. Ubalde	H. Rompre	11	6	12 "	225 00
Ste. Catherine and Railway Station	J. Hinchey	1	12	12 "	90 00
Ste. Catherine Station and Railway Station	do	1	18	12 "	10 00
St. Celestin and Railway Station	E. Arseneau	1¼	6	12 "	60 00
St. Charles Rivière Boyer and Railway Station	J. Lapointe	1	6	12 "	31 50
Ste. Claire and St Anselme Railway Station	N. Langlois	5	6	12 "	100 00
Ste. Claire and St. Malachie	A. Turgeon	10	6	12 "	139 00
St. Claud and St. Cyr	B. Pratte	4	3	12 "	55 00
St. Clement and St. Cyprien	H. Dionne	5	3	9 " (to Mar. 31, '02).	67 50
St. Clement and St. Eloi	E. Brisbois	12	4	3 " (to Sept. 30, '01).	36 25
do do	J. Levesque	12	4	3 " (to Dec. 31, '01).	78 00
do do	L. Roy	12	4	6 " from "	136 50
Ste. Clothilde and Victoriaville	J. Poisson	8	6	12 "	189 00
Ste. Croix and Railway Station	N. Lemay	8	6	12 "	137 00
St. Cyr and Railway Station	R. E. Dyson	300 yds	12	12 "	50 00
St. Cyrille de L'Islet and Railway Station	A. Richard	7½	6	12 "	174 00
St. Cyrille de L'Islet and St. Marcel de L'Islet	E. Bélanger	15	3	12 "	175 00
St. Damase de Rimouski and St. Moïse Station	P. St. Clair	7	3	12 "	75 00
St. Damase de Buckland and St. Lazare de Bellechasse	G. Larochelle	7	6	12 "	117 00
St. Denis de la Bouteillerie and Railway Station	A. Garon	4½	12	1 " (to July 31, '01).	12 00
do do	J. Paradis	4½	12	11 " from "	132 91
St. Donat and St. Gabriel de Rimouski	S. Cloutier	9	6	12 "	237 50
St. Donat and St. Luce Station	A. Demers	6½	6	12 "	98 00
St. Eloi and Railway Station	E. Godbout	3	6	12 "	49 00
Ste. Elzear de Beauce & Ste. Marie Beauce	L. Roulean	3	6	6 " (to Mar. 31, '02).	48 00
do do	H. Gourde	3	6	3 " from "	35 00
St. Ephrem de Tring and Railway Station	J. A. Hamel	3	12	9 " (to Mar. 31, '02).	67 50
do do	A. Audet	3	12	3 " from "	5 99
Ste. Eulalie and Railway Station	G. Gaudet	5	6	9 " (to Mar. 31, '02).	75 00
Ste. Eulalie and St Samuel de Horton	G. Bergeron	4	6	9 " (to Mar. 31, '02).	85 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Evariste de Forsyth and Railway Station	L. Blais	2	12	9 mos. (to Mar. 31, '02).	112 50
do do	X. Blais	2	12	3 " from "	32 50
St Evariste de Forsyth and St. Hilaire de Dorset	A. Bégin	8½	1 12	"	45 00
St. Fabien and Railway Station	E. Gauvin	1	12 12	"	40 00
Ste. Famille d'Orléans and St. Pierre d'Orléans	A. Maranda	8	3 6	" (to Dec. 31, '01).	42 50
St. Félicien and Ticonabe	E. Langevin	5 & 12	3 12	"	80 00
Ste. Flavie, Ste. Flavie Station and Railway Station	L. Levesque	3½	12–6 12	"	296 95
Ste. Flavie Station and St. Joseph de Lepage	D. Gagné	1¼	6 12	"	50 00
Ste. Flavie and Ste. Croix Railway Station	L. Ratté	2½	6 12	"	49 00
Ste. Flavie and Grand Mère Junction Station	X. Vincent	4	6 9	" (from Oct. 1, '01)	68 50
St. Flore Station and Railway Station	M. Marcouiller	150 yds	12 1	" (from June 1, '02)	83
Ste. Florence and Beaurivage Railway Station	J. A. Thibault	50 yds.	6 12	"	25 75
St. François Beauce and Railway Station	F. Rodrique	⅝	18 12	"	90 00
St. François de Madawaska and Station	J. G. Bouchard	3/16	12 12	"	149 00
St. François, Montmagny and Railway Station	A. Jean	1½	8 12	"	120 00
Ste. Françoise and Trois Pistoles	M. Berubé	7½	3 12	"	74 00
St. François Xavier de Viger and Viger	J. Nadeau	6	4 9	" (to Mch. 31, '02).	74 25
do do	J Martin	6	4 3	" from "	22 25
St. Frédéric and St. Louis Beauce	E. Lagnerre	2	6 9	" (to Mch. 31, '02).	22 50
do do	P. Gagné	2	6 3	" from "	9 75
St. Frederic and Tring Junction Railway Station	A. Baillargeon	3	6 12	"	170 83
St. Gabriel Station and Railway Station	K. O'Donnell	10 yds.	12 12	"	42 55
St. Gédéon and Railway Station	G. Potvin	1	12 2	" (to Aug. 1, '02).	20 86
do do	G. Boivin	1	12 10	" from "	41 66
St. Gédéon and St. Jérôme	E. Simard		Special trip		0 80
St. Geneviève de Batiscan and Railway Station	N. Paquette	4	12	12 months	95 50
St. Genevieve de Batiscan and St. Stanislas de Champlain	E. Trottier	8	6 3	" (to Sept. 30, 01).	31 25
do do	H. Rivard	8	6 9	" from "	86 25
St. George East and St. Prosper de Dorchester	O. Ranville	12½	3 12	"	167 62
St. Germain de Kamouraska, Dessaint Railway Station and Pointe Seche	J. Moreau	2¾	12 & 6 6	" (to Dec. 31, '01).	45 00
do do	J. Potvin	2¾	12 & 6 6	" from "	45 00
St. Gervais and Railway Station	F. Roy	5½	12 12	"	90 00
St. Gervais and St. Lazare de Bellechasse	A. Blouin	6	6 12	"	80 00
St. Gilbert and Deschambault Railway Station	H. Paquin	3½	6 12	"	118 00
St. Hélène de Kamouraska and Railway Station	G. Caron	⅓	18 12	"	52 48
St. Hénédine and Railway Station	J. Coté	¼	as req. 3	" (to Sept. 30, 01).	13 75
do do	J. Corriveau	¼	as req. 9	" from "	41 25
St. Henri de Lévis and Railway Station	J. Ferland	½	as req. 12	"	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Henri de Lévis and St. Lambert de Lévis	J. A. Bourget	10	6	12 months	208 32
St. Henri Station and Ry. Station	O. Vallières	½	12	12 "	70 00
St. Honoré de Shenley and St. Evariste Railway Station	H. Gregoire	6½	6	2 " (to Aug. 31, '01)	23 16
Ste. Irenée Les Bains and Steamer Landing	G. Girard	1	as req.	Part of season, 1902	5 00
St. Isidore de Dorchester and Ste. Hénédine Railway Station	G. Dumont	6	6	12 months	139 00
St. Jean des Chaillons and Three Rivers	S. Fournier	32	6	12 "	600 00
St. Jean Chrysostome and St. Romuald d'Etchemin	C. Carrier	3	6	3 " (from Apr. 1, '02)	17 00
St. Jean de Dieu and Trois Pistoles	A. Morency	13	6	12 "	375 00
St. Jean Port Joli and Ry. Station	J. Pelletier	1½	18	12 "	147 00
St. Joseph d'Alma and Ry. Station	J. Tremblay	9	6	12 "	231 15
St. Joseph de Beauce and Railway Station	N. Gagné	¼	24	12 "	112 25
Ste. Julie de Somerset and Railway Station	P. Lapointe	1½	6	9 " (from Oct. 1, '01)	50 00
St. Leandre and Tessierville	J. Bernbé	8	2	3 " (from Apr. 1, '02)	24 50
St. Léonard d'Aston and Railway Station	J. Hébert	600 yds.		12 "	50 00
St. Léonard de Portneuf and St. Léonard Railway Station	L. Lesage	1	3	12 "	35 00
St. Louis de Ha Ha and Ry. Station	C. A. Pinet	4	6	12 "	200 00
Ste. Louise and Railway Station	J. B. Caron	1½	12	12 "	35 00
do do	do	1½	6	12 "	17 48
Ste. Luce and Railway Station	J. B. Parent	2	12	12 "	119 96
St. Ludger and St. Samuel de Gayhurst	E. Dallaire	10	3	12 "	106 48
St. Magloire and Théodore de Montmagny	J. Bilodeau	9	1	12 "	45 00
St. Magloire and St. Philemon	S. Nolet	11	6	9 " (from Oct. 1, '01)	187 50
St. Malachie and St. Nazaire de Buckland	A. Pelchat	8	1	12 "	70 00
St. Malachie and Standon	N. Fortier	13	6	12 "	170 00
Ste. Marie Beauce and Ry. Station	J. B. Gregoire	⅓	24	9 " (from Oct. 1, '01)	75 00
Ste. Marie de Blandford and Forestdale Railway Station	E. Lavigne	4	6	12 "	98 00
St. Mathieu and Railway Station	C. Couturier	3	6	6 " (to Dec. 31, '01)	49 50
do do	A. Théberge	3	6	6 " from "	49 50
St. Maurice and Railway Station	F. Thibodeau	1	12	12 "	75 00
St. Maxime and Scott Junction	F. Morin	1½	6	12 "	50 00
St. Michel de Bellechasse and Railway Station	J. Martineau	5	6	12 "	140 00
Ste. Modeste and Ste. Modeste Railway Station	M. Beaulieu	4½	6	12 "	135 00
St. Moise and Railway Station	M. Fraser	2½	6	9 " (to Mch. 31, '02)	68 00
do do	C. St. Amand	2½	6	3 " from "	41 66
Ste. Moise Station and Railway Station	J. Michaud	64 yds.	12	12 "	36 00
Ste. Monique de Nicolet and Railway Station	P. Trudel	2¾	12	12 "	195 00
St. Narcisse and Railway Station	H. Veillette	3½	12	9 " (to Mch. 31, '02)	75 00
do do	F. Nobert	3½	12	3 " from "	11 25
St. Néree and St. Raphaël East	L. Fortier	6	6	12 "	148 00
St. Nicolas and Railway Station	M. Carrier	4½	6	12 "	98 00
St. Nicolas and St. Nicolas East	A. Plante	2½	3	12 "	50 00
St. Norbert d'Arthabaska and Ste. Hélène de Chester	B. Poisson	9½	6	12 "	169 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Norbert d'Arthabaska and Stanfold	N. Rouse	5	6	12 months	98 88
St. Pacome and Railway Station	J. Chamberland.	1½	12	12 "	95 00
do do	do	1½	6	12 "	47 48
St. Pascal and Railway Station	N. Bernier	150 ft.	10	9 " (from Oct. 1, '01)	38 34
St. Patrick and Railway Station (Riv. du Loup)	J. LeBel	4	6	Part of seasons 1901-02	55 80
St. Paul du Buton and St. Pierre Montmagny	E. Proulx.	17	6	12 months	450 00
St. Paul's Bay and St. Tite des Caps	O. Lavoie	26	6	4 " (to Oct. 31, '01)	239 00
do do	J. Dufour	26	6	8 " from "	350 00
St. Paul's Bay and St. Urbain de Charlevoix	T. Tremblay	9	6	12 "	150 00
St. Paul's Bay, Steamer and Landing	E. Condie	3	as req.	Part of seasons 1901-02	116 64
Ste. Perpetue and Railway Station	T. Descoteaux	4	6	12 months	98 00
St Philippe de Néry and Railway Station	J. Lamarre	¼	6	12 "	31 30
St. Pierre les Becquets and Ste. Sophie de Levrard	O. Gervais	18	6	7 " (to Jan. 31, '02)	166 50
do do	T. J. Demers	18	6	5 " from "	91 66
St. Pierre Montmagny and Railway Station	A. Genôron.	2	18	12 "	120 00
St. Raphael East and Rv. Station	J. Lantagne	6	12	12 "	72 00
St. Raymond and Railway Station	J. Beaupre	¼	18	12 "	64 92
St. Rémi de Tingwick and Warwick	G. Peloquin	13	6	12 "	275 00
St. Roch de Quebec and Railway Station (C.P.R.)	P. Huot	¾	6	12 "	72 00
St. Roch de Quebec and Stadacona	F. Cliché	1½	3	12 "	50 00
St. Romuald d'Etchemin and Railway Station	L. Lambert	1	as req.	3 " (from Apl. 1, '02)	40 00
St. Rosaire and Railway Station	H. Bourbeau	5	6	9 " (to Mch. 31, '02)	86 25
do do	G. Bourque	5	6	3 " from "	28 75
St. Rose du Dégelé and Railway Station	A. Soucy	½	12	12 "	35 00
St. Samuel de Gayhurst and Railway Station	P. Bilodeau	5	6	9 " (to Mch. 31, '02)	124 75
do do	E. Beaudoin	5	6	3 " from "	30 42
St. Samuel de Horton and I.C.R. Station (Aston Junction)	A. Heroux	7	6	3 " (from Apl. 1, '02)	50 00
St. Sauveur de Quebec and Sans Bruit	L. P. Pelletier	1	12	12 "	90 00
St. Sebastian de Beauce and Railway Station	S. Boutin.	3	12	12 "	104 00
St. Sébastian Station and Railway Station	P. Marceau	150 yds.	12	12 "	10 00
St. Severin de Beaurivage and Tring Junction Railway Station	P. Boulett	5½	6	12 "	193 00
St. Simon and Tadousac	F. Savard	25½	4 & 3	5 " (to Nov. 30, '01)	298 75
do do	F. Foster.	25½	4 & 3	7 " from do	291 08
St. Simon de Rimouski and Railway Station	C. Gauvin	1	12	12 "	50 00
St. Sylvere and Maddington Falls Railway Station	F. Desouisseaux	6	6	12 "	102 00
St. Thècle and Railway Station	L. Grenier	1	12	12 "	60 00
St. Tite and Railway Station	F. X. Cossette	½	12	12 "	69 00
St. Valère de Bulstrode and Railway Station	N. Dureault	4½	6	3 " (from Apl. 1, '02)	28 75
St Valier and Railway Station	E. Chabot	3	12	12 "	96 00
St. Victor de Tring and Railway Station	R. Plante.	2½	12	12 "	75 00
St. Wenceslas and Aston Station	H. Marier	3	12	9 " (from Oct. 1, '01)	60 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sayabec and Sayabec Station	L. Joubert	1	6	12 months	40 00
Sayabec Station and Railway Station	A. Bouchard	½	12	12 "	40 00
Scott Junction and Railway Station	G. Garon	½	18	12 "	105 00
Silverstream and Railway Station	F. St. Onge	2½	12	12 "	150 00
South Dudswell and Westbury Basin Railway Station	O. Lepitre	3½	6	12 "	100 00
South Quebec and Railway Station	P. Bernier	200 yds.	36	12 "	100 00
Stanfold and Railway Station	P. L'Heureux	250 yds.	12	12 "	36 00
Stoneham and Tewkesbury	J. Falardeau	7½	2	12 "	65 00
Tadousac and Steamer Landing	P. Marquis	½	as req.	Part of seasons 1901 & 1902	69 00
Thetford Mines and Railway Station	J. Rousseau	½	12	12 months	50 00
Three Rivers and Valmont	I. Ducharme	15	6	9 " 24 days (to Apl. 24, '02)	162 76
do do	O. Paquette	15	6	2 " 6 days from do	36 71
Tring Junction and Railway Station	A. Doyon	30 yds.	24	12 "	30 00
Trois Pistoles and Railway Station	C. Lavoie	¼	24	12 "	79 00
Trois Saumons and Railway Station	B. Gaumont	2	6	12 "	68 00
Valcartier and Railway Station	J. McBain	6	6	12 "	185 00
Valcartier Station and Railway Station	J. McBain	...	...	3 trips	1 50
do do	J. Ninteau	...	...	1 month 8 days (to May 8, '02)	2 50
Village des Aulnaies and Railway Station	J. B. Sirois	5	18	12 "	234 00
Vincennes and Railway Station	J. Gravel	4½	6	12 "	90 00
Walker's Cutting and Railway Station	S. Labrecque	128 yds.	12	12 "	32 00
Warwick and Railway Station	L. Triganne	200 yds.	6	12 "	18 00
Weedon Centre and Railway Station	P. Dupuis	2	12	9 " (to March 31, '02)	91 00
do do	L. Gignére	2	12	3 " from do	37 50
Mail Transfer Agent at Levis	A. Ouellet	...	...	12 "	480 00
do do Richmond	P. Healey	...	...	12 "	180 00
				Total	$76,813 60

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aberdeen and Durham	L. Elvidge	11 r.t.	3	12 months	93 60
Abingdon and Winona	J. Williams	17	6	3 " and 22 days (to Oct. 22, 1901)	115 24
do do	J. B. Havens	17	6	7 " 9 dys. (to May 31, '02)	232 26
do do	A. B. Foran	17	6	1 " (from May 31, '02)	37 50
Acton and Crewson's Corners	R. Cripps	3½	2	9 " (to Mar. 31, '02)	50 50
do do	do	3½	3	" from "	28 12
Ahmic Harbour and Dunchurch	J. Kelly	4	6	Part of seasons 1901-1902	66 15
Ahmic Lake and Spence	R. Veitch	10	2	12 months	97 00
Air Line Junction and Ry. Station	M. Minnes	½	6	9 " (to Mar. 31, '02)	24 67
do do	D. Leitch	½	6	1 " 16 days (to May 16, '02)	10 28
do do	M. Minnes	½	6	1 " 15 days (from May 16, '02)	5 05
Algoma Mills and Railway Station	G. C. M. Lewis	¼	12	12 "	125 00
Allanburg and Railway Station	R. Skinner	½	12	12 "	75 00
Allandale and Holly	W. Bloxham	3	6	12 "	90 88
Allandale and Railway Station	M. J. Hamlin	½	36	12 "	100 00
Allandale Transfer of Mails at Station	do		1	1 " 10 days (to Dec. 7, '01)	45 00
Allandale and Painswick	W. Bloxham	3½	6	12 "	91 00
Allan Park and Hampden	H. Byers	4	2	12 "	74 00
Allensville and Mail Catching Post	M. McNicol	½	12	12 "	156 50
Alliston and Elmgrove	M. Young	11½ r.t.	6	12 "	150 00
Alliston and Railway Station	J. J. Holland	½	24	12 "	87 64
Alliston and Rosemont	do	9	6	12 "	234 76
Alloa and Shelgrove	R. Campbell	3½	6	12 "	130 00
Alma Heights and Thessalon	S. Rowe	7	1	1 " 13 days (from May 19, '02)	5 90
Alport and Bracebridge	H. F. Bickmore	4	3	12 "	75 00
Alsace and Nipissing	J. Gerber, sr	7	3	12 "	94 00
Alsfeldt and Railway Station	H. Ziegler	1¼	6	12 "	100 16
Alton and Railway Station (C.P.R.)	T. Vanwyck	½	12	12 "	115 00
Amaranth Station and Railway Stn.	J. S. Lacon	½	6	12 "	80 80
Amber and Railway Station	W. A. Kennedy	18 r.t.	6	12 "	350 00
Amigari and Railway Station	A. B. Hurrell	½	12	12 "	65 00
Ancaster and Hamilton	D. Morrison	7	12	12 "	344 00
Angus and Baxter	A. L. Stewart	7½	3	6 " (to Dec. 31, '01	44 00
do do	W. L. Edgar	7½	3	6 " from "	44 00
Angus and Railway Station	H. L. Tar Bush	½	24	12 "	48 00
Ansonia and Thessalon	A. Brandon	8	1	12 "	49 00
Anten Mills and Railway Station	J. J. Inkley	½	6	8 " (to Feb. 28, '02)	40 00
do do	J. McLaughlin	½	6	4 " from "	9 67
Antioch and Grassmere	M. McMaster	8	1	12 "	70 00
Appleby and Railway Station	M. C. Prescott	¾	6	12 "	85 00
Apto and Phelpston Railway Station	J. O'Neill	5	6	12 "	156 50
Ardtrea and Orillia	W. W. Blair	9¾	3	12 "	132 00
Ariel and Mail Catching Post	W. C. Moir	100 yds.	6	12 "	10 00
Arnott and Railway Station	J. Murray	½	12	12 "	59 47
Arthur and Metz	J. Bunting	6	2	12 "	85 00
Arthur and Monck	W. R. Brock	13	3	12 "	180 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Arthur and Mount View	W. Jackson	8	1	12 months	40 00
Ash and Railway Station	T. Horn	1/10	6	12 "	48 00
Ashdown and Bear Cave	H. Bishton	8	1	12 "	40 00
Ashdown and West Grove	M. E. West	4	1	12 "	40 00
Ashgrove and Georgetown	R. C. Nixon	4	6	12 "	165 00
Ashley and Railway Station	G. Follis	1¼	3	12 "	50 24
Atha and Stouffville	E. Lehman	13½ r.t.	6	12 "	149 00
Atherley and Railway Station	E. Lanigan	¼	24	12 "	87 64
Athlone and Tottenham	J. A. Wilson	17½ r.t.	6	12 "	219 48
Attercliffe Station and Railway Stn.	J. Sundy	⅛	12	12 "	108 00
Auguston and Horning's Mills	F. J. Sleightholm	5	2	12 "	46 80
Aurora and Railway Stn. (G.T.R.)	T. H. Winter	½	24	12 "	120 00
Aurora and Schomberg	G. W. Stone	15	6	9 " (to Mar. 31, '02).	273 75
do do	J. Ellison	15	6	3 " from "	91 25
Aurora and Vandorp	T. Grimshaw	8¼	6	12 "	216 00
Avening and Railway Station	E. A. Pingle	⅜	12	12 "	120 00
Axe Lake and Sprucedale	J. McPherson	10½	1	12 "	80 00
Ayton and Nenagh	J. Edwards	5	2	12 "	52 00
Ayton and Railway Station	W. Kenna	¾	12	12 "	57 16
Azilda and Mail Catching Post	Z. Regimbal	200 yds.	6	12 "	125 00
Bala and Glen Orchard	N. Orchard	8½	3	Seasons 1901-1902	56 00
Bala and Gravenhurst	T. Currie	16	6	" "	243 00
Bala and Sahanatien	L. Sahanatien	9	1	12 months	52 00
Balaclava and Owen Sound	A. Lemon	16¾	3	9 " (to Mar. 31, '02.	135 00
do do	K. McEachern	15¾	3	3 " from "	45 00
Baldwin and Railway Station	S. Grylls	⅜	12	12 "	125 20
Ballantrae and Railway Station	E. Hill	¼	12	12 "	60 00
Ballinafad and Georgetown	F. W. Betts	6	6	12 "	250 00
Balmy Beach and Lee Avenue	M. L. Smith	⅓	12	Part of seasons 1901-1902	28 26
Balsam Grove and Fenelon Falls	J. Copp	6	2	12 months	90 00
Balsam Lake and Glenarm	J. Cunningham	4½	2	12 "	72 00
Banda and Glencairn Railway Stn.	W. Bell	2½	6	10 " 8 days (to May 8, '02)	128 15
do do	R. Maxwell	2½	6	1 " 23 days (from May 8, '02)	18 17
Banks and Collingwood	W. Johnson	12½	3	9 " (to Mar. 31, '02.	180 00
do do	A. Park	12½	3	3 " from "	60 00
Bardsville and Falkenburg Station	R. Goltz	6½	2	Part of seasons 1901-1902	60 00
Barkway and Washago	I. Davy	21	3	12 months	243 75
Barnesdale and Footes Bay	J. Barnes	6½	2	Part of seasons 1901-1902	46 25
Barnesdale and Six Mile Lake	do	7	2	" "	56 25
Barrie and Hillsdale	C. E. Smith	16	6	12 months	297 00
Barrie and Midhurst	J. W. Cook	5	6	12 "	180 00
Barrie and Railway Station	A. Mainprize	10 rds.	66	6 " (to Dec. 31, '01).	51 26
do do	G. Ellis	10 yds.	66	6 " from "	50 29
Barrie and Street Letter Boxes	J. Huggard	5	18	12 "	199 48
Barrie Island and Gore Bay	J. Jeffries	12	1	12 "	80 80
Bar River and Railway Station	J. Evoy	¼	3	12 "	36 00
Batteau and Railway Station	S. M. Jackson	1/10	12	12 "	62 60
Baysville and Bracebridge	J. Rowe	16	6	12 "	302 00
Baysville and Dorset	G. Howard	16	6	11 "	292 41
do do	J. H. Campbell	16	6	1 "	26 58
Baysville and Newholm	D. Ferguson	9	2	12 "	80 00
Beamsville and Tintern	P. Hoffman, Jr.	8	6	12 "	275 00
Beaumaris and Hutton House	J. Hutton	2	3	Part of seasons 1901-1902	16 00
Beaverdale and Markdale	J. Abercrombie	10	3	3 months (to Sept. 30, '01)	25 00
do do	T. Brett	10	3	9 " from "	108 75
Beaverton and Railway Station	G. H. Williamson	⅛	24	12 "	97 00
Beeton and Railway Station	J. R. McDonald	⅛	24	9 " (to Mar. 31, '02).	126 90
do do	W. Straugways	¾	24	3 " from "	42 12

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Belfountain and Railway Station	D. Ramsay	1½	12	12 months	135 00
Bell Ewart and Railway Station	R. Colgan	1	12	12 "	71 99
Bellingham and Ironbridge	D. Bell	11	1	12 "	80 00
Belwood and Craigsholme	E. Hanna	2	3	12 "	56 00
Belwood and Dracon	C. Campbell	1½ r. t.	2	12 "	72 00
Belwood and Railway Station (C.P.R.)	J. Hanna	½	12	12 "	50 08
Bendale and Woburn	J. Butcher	2	6	1 " 15 days (to Aug. 15, '01)	8 75
Berkeley and Glasscott	R. English	6	2	12 "	96 00
Berkeley and Railway Station (C.P.R.)	H. Baker	½	12	6 " (to Dec. 31, '01)	40 44
do do	E. Sargent	½	12	6 " from "	39 67
Bethany and Railway Station	G. Price	⅛	12	9 " (to Mar. 31, '02)	37 50
do do	G. McCortney	⅛	12	3 " from "	20 75
Bexley and Corsons Siding	G. T. McKague	2½	3	12 "	23 40
Binbrook and Railway Station	M. McGann	5	6	12 "	132 00
Binkham and Erin	W. Wansbrough	4½	2	12 "	70 00
Biscotasing and Railway Station	J. C. T. Armstrong	300 ft.	12	12 "	30 00
Black Bank and Railway Station	A. Duffin	8½	6	12 "	202 00
Black Creek and Railway Station	C. H. Jenks	⅛	12	12 "	40 00
Blackstock and Purple Hill	M. Hambley	4	2	12 "	52 52
Blackwater and Layton	D. Ferguson	4	3	9 " (to March 31, '02)	58 50
do do	W. James	4	3	3 " from "	18 50
Blackwater and Railway Station	J. H. Chant	50 ft.	24	12 "	62 60
Blezard Valley and Azilda	J. A. Brunet	7½	2	12 "	100 00
Blind River and Railway Station	J. Hawkins	¼	12	12 "	93 90
Bobcaygeon and Red Rock	M. Thomas	6	2	12 "	75 00
Bobcaygeon and Lindsay	J. Thurston	26	6	Part of seasons 1901 and 1902	100 00
do do	W. W. Workman	26	6	" "	433 50
Bognor and Woodford	W. Mellafont	6	6	12 months	200 00
Bolton, Castlederg and Mount Wolfe	J. Phillips	5½ & 11½	3-6	12 "	160 50
Bolton and Railway Station	T. D. Elliott	½	24	12 "	47 00
Boothville and Proton Station	J. Martin	10½	3	12 "	111 00
Bourdeau and Whitehall	A. Fairbairn	5	2	12 "	48 00
Bowling Green and Laurel Railway Station	E. Driver	5	6	12 "	130 00
Bowmanville and Cæsarea	D. E. Gifford	14½	6	12 "	525 00
Bowmanville and Courtice	C. W. Lent	4½	6	12 "	121 20
Bowmanville and Railway Station (G.T.R.)	W. G. Glover	1½	6	12 "	35 00
Bowmanville and Tyrone	W. H. Moore	7	6	12 "	129 00
Boyle and Fenwick	A. Rice	2½	6	12 "	78 25
Bracebridge and Fraserburg	W. H. Stonehouse	12	1	12 "	72 50
			2	" 5 days (to Sept. 28, '01)	
Bracebridge and Gravenhurst	F. Sander	12	6		118 00
Bracebridge and Muskoka Falls	A. R. Cameron	3	3	12 "	110 00
Bracebridge and Point Kaye	W. Kaye	21½	2	Seasons 1901-02	68 40
Bracebridge and Railway Station	R. P. Perry	¼	30	12 months	156 50
Bracebridge and Wharf	F. Demara	¼	12	Part of seasons 1901 and 1902	56 70
Bracebridge and Ziska	J. Killen	6	2	" "	47 60
Brackenrig and Port Carling	C. H. Davidson	4	3	" "	51 00
Bracondale and Bloor Street Branch P. O.	E. Boggis	1½	12	12 months	125 00
Bradford and Newton Robinson	J. G. Cook	9	6	12 "	365 00
Bradford and Railway Station	do	¼	24	12 "	75 00
Brae Lake and Uplands	W. L. Taylor	8½	1	12 "	32 00
Brampton and Huttonsville	M. O. Hyatt	4	6	9 " (to Mar. 31, '02)	82 50
do do	do	4	6	3 " from "	37 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brampton and Railway Station....	T. Thorburn....	3/8	12	12 months.....	124 00
Brechin and Dalrymple	E. Vickers.....	9	3	12 "	165 00
Brechin and Railway Station	E. Kennedy	1	24	12 "	72 00
Brechin and Udney.....	W. A. Lytle.. .	5¼	6	3 " (to Sept. 30, '01).	31 25
do do	E. Kennedy... .	5¼	6	9 " from " ..	93 75
Brentwood and Railway Station.. .	J. O'Connell....	3/4	12	9 " (to Mar. 31, '02).	48 00
do do ...	S. E. Warner...	3/4	12	3 " from " .	15 00
Bridgeburg and Railway Station ..	H. Emrick.. ...	1/4	24	9 " (to Mar. 31, '02).	112 50
do do ...	D. L. Parkinson.	1/4	24	3 " from " ..	37 50
Brisbane and Coningsby.... .. .	A. Peavoy .. .	4½	2	12 "	35 67
Britainville and Long Bay.....	I. Pearson.....	5	1	12 "	24 00
Bronte and Railway Station.....	J. S. McDonald.	1¼	12	12 "	106 40
Brookfield Station and Railway Station.....	M. Topp.	1/16	6	12 "	50 00
Brookholm and Shouldice.....	T. Skinner.	7	2	12 "	106 25
Brooklin and Railway Station..	J. Pile	½	12–18	12 "	97 03
Brougham and Markham.....	T. Hague	26½ r. t.	6	12 "	355 00
Brougham and Whitby.....	J. A. Hoyt	12	6	12 "	218 00
Brownhill and Railway Station....	J. Merchant.. .	¼	6	12 "	21 91
Browns Brae and Dorset Road... .	D. Brown.	1½	3–6	1 " 6 days from (May 26, '02).	5 93
Bruce Mines and Cloudslee	A. McEwen ..	5	1	12 "	50 50
Bruce Mines and Railway Station..	H. McDonald...	2	12	12 "	135 00
Bruce Mines and Rydal Bank.....	W. R. Smyth....	6	2	12 "	104 00
Brunswick and Railway Station....	L. C. Patterson .	1/16	6	12 "	76 25
Buller and Kinmount.	J. Gillespie.	8	1	12 "	55 00
Burketon Station and Enfield.....	T. Thorn..... .	4½	6	12 "	126 66
Burketon Station and Railway Station	J. Burr.....	½	12	12 "	75 00
Burks Falls and Doe Lake.....	J. H. Westwick..	9½	3	12 "	112 00
Burks Falls and Dunchurch..	R. A. Creasor ..	29	6	Season 1901–02.... ...	375 00
Burks Falls and Railway Station ..	J. D. Reid.....	1	12	12 months.....	153 29
Burks Falls and Sand Lake	J. Hunter ..	13	1	12 "	78 00
Burlington and Port Nelson.....	W. Bamford....	1½	6	12 "	90 00
Burlington and Railway Station....	H. Bray.....	½	6	12 "	80 00
Burnaby and Railway Station.....	W. A. Kinnard.	2	6	12 "	90 00
Burnt River and Railway Station..	S. Suddaby ...	½	12	12 "	53 21
Burys Green and Railway Station..	W. Hoskins....	2½	2	) " (to Mar. 31, '02).	34 32
do do ..	Y. Smith.....	2½	2	3 " from " ..	8 25
Byng Inlet and French River.....	A. Germain	25	2	Season 1901–02.... ...	215 00
Byng Inlet and Parry Sound.....	C. A. Phillips...	65	2	" "	427 50
Cache Bay and Field.....	F. Deschamps...	13	1	3 mos. (to Sept. 30, 01).	14 95
do do	M. Larocque....	13	1	9 " from " .	44 85
Cache Bay and Railway Station ...	A. J. Young....	700 yds.	24	9 " (to Mar. 31, '02).	112 50
do do ...	E. D. Jessup....	700 yds.	24	3 " from " .	37 50
Caistorville and Canfield..	J. Harkins.....	8	6	12 "	180 00
Calderwood and Railway Station ..	M. Calder.. ..	3	3	12 "	80 07
Caldwell and Caledon.....	T. McCort	5	6	12 "	102 24
Caledon and Railway Station.....	W. J. Brown....	½	24	12 "	77 11
Caledonia and Empire.....	J. McMillan ...	16	6	12 "	290 00
Callender Franks Bay and Sturgeon Falls	J. Mac. A. Smith.	26–16	2	12 "	70 00
Callender and Railway Station (G.T.R.)	E. McGowan...	1/16	12	12 "	78 00
Callender and Wisawasa.....	T. Whyte. ...	2¾	6	12 "	110 00
Cambray and Lindsay..... .	C. F. Alger....	10½	6	12 "	251 44
Cameron and Railway Station.. ...	J. Bryson.....	5/8	12	12 "	95 00
Camilla and Granger.....	W. Allen.....	6¼	3	12 "	88 48
Camilla and Whittington.....	W. McBride....	4½	3	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Campania and Railway Station	J. Wheeler	6	2	9 mos. (to Mar. 31, '02).	52 48
do do	H. Patten	6	2	3 " from "	19 50
Campbellcroft and Railway Station	A. Smith	70 ft.	6	12 "	40 00
Campbellville and Railway Station.	M. Butler	⅛	6	12 "	56 66
Camperdown and Mail Changing Post	J. Barclay	4 rods	12	12 "	27 09
Canfield, Darling Road and Warner	E. Piper	6 & 2¾	6 & 3	12 "	195 00
Cannington and Railway Station	G. Edwards	½	24	12 "	60 00
Cannington and Sutton West	G. Newton, jr	20	6	11 " (to May 31, '02).	489 50
do do	J. Preston	20	6	1 " from "	41 66
Cape Rich and Meaford	W. McGeoch	14	2	12 "	150 00
Carden and Dalrymple	P. McCarthy	5	2	12 "	62 48
Carleton West and Railway Station	W. Ford	¼	24	12 "	130 00
Carluke and Hamilton	G. Morton	13¼	6	12 "	342 00
Carlyon and Uhthoff	P. Ferguson	5	2	12 "	40 00
Carrville and Railway Station	J. G. Keffer	3⅝	6	12 "	104 90
Cartier and Railway Station	V. W. Johnston	⅓	12	12 "	50 00
Cashtown and Creemore	J. Cotton	2	6	12 "	100 00
Castlemore and Railway Station	J. Cairns	14 r. t.	6	12 "	250 00
Cataract and Railway Stn. (C.P.R.)	A. H. Vanwyck	⅛	12	12 "	75 00
Cedar Dale and Railway Station	H. Robins	⅛	25	12 "	69 00
Cedarville, Mount Forest and Edgerton	J. A. Plant	11 & 21	3 & 3	12 "	340 00
Ceylon and Durham	D. G. McNally	14½	6	6 " (to Dec. 31, '01).	119 50
Chapleau and Railway Station	P. A. Mulligan	⅛	12	12 "	135 00
Chatsworth and Chesley	W. E. Dobie	24	3	12 "	349 00
Chatsworth and Desboro	S. Palmer	10	3	12 "	111 08
Chatsworth and Durham	W. J. K. Elliott	20	6	3 " (to Sept. 30, '01).	108 00
do do	H. Bnrnet	20	6	9 " from "	324 00
Chatsworth and Railway Station	J. McTeer	½	24	12 "	137 72
Chatsworth and Walters Falls	T. Walter	12½	6	12 "	296 00
Chelmsford and Railway Station	S. Irwin	⅛	12	12 "	200 00
Cheltenham, Campbell's Cross and Railway Station	W. H. Henry	22 r.t.& ½	6 & 12	12 "	294 00
Cheltenham and Ry. Stn. (G.T.R.)	P. Ferguson	½	6	12 "	47 00
Cheney and Ravensworth	J. Mingo	6	1	12 "	60 00
Chippawa and Niagara Falls	W. H. Newman	6 & 4	12	12 " and arrears	501 75
Christian Island and Lafontaine	J. W. Monague	8	2	12 "	120 00
Churchill and Railway Station	E. H. Sloan	2½	12	12 "	219 10
Churchville and Railway Station	T. A. Fogarty	⅛	6	12 "	80 00
Claremont and Ry. Stn. (C.P.R.)	W. Thomson	⅛	12	12 "	76 67
Clarksburg and Duncan	T. Howard	10	6	12 "	300 00
Clarksburg and Railway Station	R. Crossland	1½	24	3 " (to Sept. 30, '01).	42 50
do do	R. Best	1½	24	9 " from "	234 75
Clarksburg and Redwing	I. Thompson	13½	6	12 "	390 00
Clarke and Kendal	P. Edwards	6⅝	6	10 " (to Apr. 30, '02).	123 84
do	J. Pethick	6⅝	6	2 " from "	36 33
Clarke and Railway Station	W. J. Jones	4	12	12 "	218 30
Clarkson and Railway Station	E. M. Clarkson	⅛	12	12 "	33 32
Clavering and Railway Station	M. Perkins	⅛	12	12 "	60 60
Clear Lake and Uffington	A. Taplin	16½	2	12 "	159 00
Clyde and Leslie Railway Station	E. McNichol	1½	6	12 "	121 24
Coboconk and Fenelon Falls	C. Gunn	16	3	12 "	160 00
Coboconk and Norland	H. LeCraw	5	6	3 " (to Sept. 30, '01).	54 24
do do	F. C. LeCraw	5	6	9 " from "	108 00
Coboconk and Railway Station	J. Bowins	28	6	12 "	795 00
Cockburn Island and Thessalon	R. C. Reid	25	1	Seasons 1901-02	160 00
Coldwater and Lovering	W. H. Lovering	6	3	12 months	130 00
Coldwater and Moonstone	J. Craig	6	3	4 " (to Oct. 31, '01).	24 66
do do	J. Goodfellow	6	3	8 " from "	54 83
Coldwater and Railway Station	S. Eplett	1	24	12 "	143 96
Coleman and Railway Station	J. McCulloch	1	24	12 "	199 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Collingwood and Railway Station..	D. Sanderson...	½	36	6 mos. (to Dec. 31, '01).	75 00
do do ..	D. Darrogh.....	½	36	3 " (to Mar. 31, '02).	50 00
do do ..	G. Gray.....	½	36	3 " from " ..	75 00
Collingwood and Street Letter Boxes	J. Ferguson	3½	18	12 "	140 00
Collins Inlet and Killarney.....	C. W. Pitt.....	18	2	12 "	223 00
Colwell and Railway Station	J. Campbell....	⅛	12	12 "	62 60
Commanda and Restoule..... ...	R. McKee	10	2	12 "	120 00
Concord and Railway Station	W. Galland.....	½	12	12 "	100 00
Connor and Railway Station.	E. Cullen.	9 & 12½	6	12 "	175 00
Cookstown and Railway Station....	H. Coleman ..	¼	24	12 "	150 24
Cooksville and Railway Station...	C. R. Colwell...	1	18	12 "	180 00
Cooper's Falls and Lewisham.....	J. Fox.....	14	3	12 "	130 00
Copetown and Orkney.....	A. P. Thompson	3	6	12 "	160 00
Copper Cliff and Sudbury.....	R. H. Carmichael	5	12	12 "	278 75
Copper Cliff and Station.	R. A. Waite.. .	1	12	3 " (from Apr. 1, '02)	31 25
Corbetton and Railway Station....	J. Corbett	30 rods	6	10 " (to Apr. 30, '02).	29 17
do do ...	N. Boyd... ...	30 rods	6	2 " from " ..	5 83
Corson's Siding and Head Lake....	S. Magahay	12	3	12 "	148 00
Corwhin and Railway Station.... .	N. D. Fetter. ..	10	6	12 "	224 00
Coulson and Orillia.....	A. C. McIntyre.	16	6	12 "	420 00
Craigie Lea and Gregory..... . .	J. H. Butler....	5	2 & 3 6	" (to Dec. 31, '01).	44 00
do do	T. Watters.....	5	2 & 3 6	" from " ..	50 00
Craigleath and Railway Station....	A. Fleming.....	½	6	12 "	48 00
Crawford and Elmwood.....	D. Hastie	9	3	12 "	112 00
Credit Forks and Railway Station.	W. Ramsay.....	¼	12	12 "	60 00
Creemore and Lavender.	A. Anderson....	13	6	12 "	323 72
Creemore and Railway Station... .	A. Gillespie. ...	¼	24	12 "	93 90
Creighton Mine and Railway Stn..	W. G. Carr.....	250 yds.	3	1 " (from June1, '02)	1 54
Cresswell and Mail Changing Post.	I. Johnston.....	⅒	12	12 "	50 00
Crieff and Puslinch	K. McDonald...	3	3	12 "	85 90
Crossland and Phelpston	T. J. Martin....	19	3	9 " (to Mar. 31, '02).	187 50
do do	J. Doyle..	19	3	3 " from " ..	75 00
Crowland and Welland....	J. McQueen ...	4	3	12 "	109 00
Cruickshank and Shallow Lake....	D. Cameron	2½	3	12 "	60 60
Crystal Beach and Railway Station	T. Snyder	1½	12	Part of seasons 1901-1902	23 30
Cutler and Railway Station.. ...	R. H. Kay.....	½	12	12 months..	104 34
Darlington and Railway Station..	F. T. Guy	30 rods	12	12 "	25 00
Dartmoor and Sebright.....	J. Johnston	4	3	12 "	81 00
Davenport and Fairbank....	A. Raynor	2½	6	6 " (to Dec. 31, '01).	36 00
do do	D. McComb...	3½	6	6 " from " ..	48 00
Davenport and Railway Station....	W. Rowntree...	50 yds.	12	12 "	50 00
Deerhurst and Gilford.	R Baynes.....	4½	6	12 "	155 00
Deer Park and North Toronto.....	J. V. Speans....	1	6	12 "	75 00
DeGrassi Point and Lefroy.....	H. R. Nesbitt...	1¼	12	Season 1901..... ...	48 00
Depot Harbour and Railway Stn...	J. F. Pratt.....	100 yds.	12	12 months.....	30 00
Derby Mills and Owen Sound Road	R. Robertson...	⅛	3	12 "	24 00
Desaulniers and Verner..	S. Tanguay.....	11	1	9 " (to Mar. 31, '02)..	60 00
do do	E. Forget.....	11	1	3 " from " ..	18 75
Desbarats and Railway Station....	J. Quinn	200 yds.	12	12 "	37 50
Desboro and Dobbington.....	R. Galbraith ..	19¼ r. t.	3	12 "	130 00
Don and Toronto	J. W. Davis....	8	6	7 " (to Jan. 31, '02)..	167 01
do do	A. M. Gray.....	8	6	5 " from " ..	157 98
Dongola and Kinmount..	J. L. Davis.....	5½	2	12 "	54 00
Dornoch and Welbeck..... ...	T Stinson... ..	4¾	2	9 " 11 days (to April 11, '02).....	23 40
Dovercourt and Railway Station...	J. A. Hopkins..	1¼	6	12 "	93 75
Downeyville and Omemee.....	B. Downey.....	5½	6	12 "	160 00
Downsview and Railway Station...	P. Boake.....	⅝	6	12 "	100 00
Dromore and Holstein.....	S. B. Sterne.....	9	6	12 "	199 68
Dromore and Thistle....	W. W. Ramage.	4½	3	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Drumquin and Milton.	T. Bradley	18 r. t.	6	12 months	140 00
Dunbarton and Toronto	G. Falconer	19¼	6	12 "	570 00
Dunchurch and Parry Sound	C. McEachren	28	3	12 "	300 00
Dunchurch and Whitestone	J. E. Cox.	11¾	3	12 "	150 00
Dundalk and Hopeville	A. McEachnie	9	6	3 " (to Sept. 30, '01).	79 00
do do	J. H. Scott	9	6	9 " from "	172 50
Dundalk and Kingscote	J. Phelan	13	2	12 "	142 75
Dundalk and McIntyre	T. Potts	13½	6	9 " (to Mar. 31, '02)	262 50
do do	F. W. Hibbert	13½	6	3 " from "	87 50
Dundalk and Railway Station	T. Hanbery	½	24	12 "	125 20
Dundas and Sheffield	G. W. & J. B. Hendrie	14	6	12 "	293 00
Dunnet and St. Charles	J. Desgrosseillier	3½	2	1 " 17 days (from May 15, '02)	6 71
Dunnet and Warren	F. Dupuis	9½	2	12 "	110 00
Dunn's Valley and Ophir	J. Dixon	7	1	12 "	30 00
Dunnville and Railway Station (G.T)	J. McGraw	¼	24	12 "	95 00
Dunnville and Welland Port	L. Durham	12	6	12 "	303 00
Dunsford and Lindsay	F. E. Gordon	10	6	Part of seasons 1901 & 1902	99 00
Duntroon and Maxwell	T. M. Heron	14	6	9 mos. 11 days (to April 11, '02)	242 50
do do	W. Scott	14	6	2 " 19 dys. (from Apr. 11, '02)	75 16
Duntroon and Railway Station	J. Russell	½	24	12 "	313 00
Durham and Railway Station	D. Campbell	¼	12	12 "	55 00
do do	W. W. Trimble	14½	6	6 " (to June 30, '02).	234 50
Durham and Walkerton	W. Caldwell	16½	6	12 "	278 00
Dwight and Fox Point	T. Salmon	7	3	12 "	116 25
Dwight and Huntsville	D. Kernaghan	13½	2	12 "	253 48
Earnscliffe and Rosemont	E. Bradley	5½	6	12 "	115 00
Echo Bay and Echo River	W. Findlay	3	1	12 "	52 00
Echo Bay and Railway Station	do	1/16	6	12 "	78 25
Echo Bay and Sylvan Valley	S. R. Haldenby	6½	2	12 "	110 00
Eden Mills and Guelph	P. Ryle	16 r. t.	6	12 "	250 00
Edgar and Railway Station	J. Hayes	12	6	12 "	265 00
Edgeley and Railway Station	J. Burkholder	2	6	9 " (to Mar. 31, '02).	91 94
do do	do	2	12	3 " from "	46 80
Edgington and Orrville	J. Edgington	1¾	3	12 "	36 00
Egbert and Mail Changing Post	E. Gibson	3	6	12 "	90 00
Elcho and Smithville	J. R. Bowman.	8½	3	12 "	106 43
Elder and Sheldon	R. J. Aikins	4	2	12 "	70 00
Elder's Mills and Railway Station	D. Elder	¼	6	12 "	60 00
Elia and Railway Station.	J. Tisdale	½	6	12 "	70 09
Elizabethville and Port Hope	T. Roberts.	32 r. t.	6	12 "	430 00
Elmbank and Malton	J. Dowell.	25 r. t.	6	7 " (to Jan. 31, '01).	172 84
do do	J. Harrison	25	6	5 " from "	104 09
Elmvale and Gibson	R. Johnstone	9	3	4 " (to Oct. 31, '01).	39 25
do do	J. P. Dean	9	3	8 " from "	85 33
Elmvale and Railway Station	A. T. Cooper	½	18	12 "	95 00
Emberson and Huntsville	G. T. Young	10	1	12 "	50 00
Emery and Railway Station	J. Watson	¼	6	12 "	70 00
Emsdale and Railway Station	J. A. Brooks	1/16	12	12 "	60 00
Ennis and Loretto	A. W. Burke	3½	2	12 "	50 00
Ennismore and Frankhill	C. Lowes.	6	1	12 "	70 00
Ennismore and King's Wharf	S. Harrington	8	4	4 " (to Oct. 31, '01)	9 75
do do	J. C. Leary	8	2	8 " from "	45 33
Epping and Flesherton	J. Sherwood	15½	6	12 "	313 00
Epping and Meaford	S. Hawkins	14	6	12 "	400 00
Erasmus and Grand Valley	E. Holborn	13½	2	12 "	200 00
Erin and Guelph	J. Gibson.	20	6	12 "	380 00
Erin and Railway Station (C.P.R.)	J. M. Teeter	1	12	12 "	50 08

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fairbairn and Fenelon Falls	T. E. Tiers	8	2	12 months	90 00
Fair Valley and Warminster	P. Thornton	4	3	12 "	70 00
Falding and Railway Station (Otter Lake)	S. A. Rankin	1¼	12	9 " (to Mar. 31, '02)	141 00
do do do	F. P. Rankin	1¼	12	3 " from "	46 80
Falkenburg Station and Port Carling	A. Ennis	16½	6	Season 1901-02	193 32
Falkenburg Station and Ry. Station	W. Naismith	⅛	12	12 months	92 62
Falkenburg Station and Windermere	D. Fife, jr	17½	3	12 "	300 00
Fawkham and Mail Changing Post	A. B. McDonell	2⅝	6	12 "	109 55
Fawn and Mail Changing Post	J. Tahaney	½	6	9 " (to Mar. 31, '02)	24 75
do do	J. Waldron	½	6	3 " from "	8 25
Fenelon Falls and Railway Station	H. Brooks	½	12	12 "	59 47
Fenwick and Railway Station	A. Rice	½	12	12 "	78 25
Fenwick and St. John's West	J. A. McQueen	9	6	12 "	275 00
Fenwick and Welland	J. C. Ball	10½	6	12 "	300 00
Fergus and Living Spring	W. Marshall	6	2	12 "	75 00
Fern Glen and Railway Station	H. Tebby	1¼	3	12 "	64 35
Fesserton and Railway Station	P. Jancowski	¾	12 12	12 " and summer service	111 60
Fetherston and Parry Harbour	M. A. Peake	2	3	12 "	100 00
Feversham and Flesherton	J. Sample	12	6	12 "	209 00
Feversham and Lady Bank	T. Paul	5	2	12 "	66 00
Fingerboard and Sonya	R. Moase	2½	3	12 "	81 25
Fleetwood and Franklin	J. Shea	2	6	12 "	78 00
Flesherton and Railway Station	W. W. Trimble	1¾	24	12 "	149 00
Flesherton and Vandeleur	S. Gilbert	6½	3	12 "	98 00
Foote's Bay and Glen Orchard	N. Orchard	8	3	Season 1901-02	66 00
Fort Erie and Railway Station	H. C. Lewis	1¼	30	6 mos. (to Dec. 31, '01)	180 00
do do	R. Telfer	1¼	30	6 " from "	172 14
Foxmead and Railway Station	W. H. Wilson	⅜	6	1 " (to July 31, '01)	5 09
do do	I. Vanvalkenburgh	⅜	6	11 " from "	54 78
Franconia and Railway Station	R. C. Glaves	7¼	6	12 "	115 80
Franklin and Railway Station	H. E. Tripp & Son	100 ft.	12	12 "	70 00
Freelton and Hamilton	J. Foster	14¾	6	12 "	203 04
Freelton and Mountsberg	J. Mount	3½	3	12 "	78 00
Freeman and Railway Station	E. B. Freeman	1/10	30	12 "	125 20
Galt and Sheffield	G. W. & J. B. Hendrie	6	6	10 " (to April 30, '02)	90 50
do do	W. D. Smith	6	6	2 " from "	18 16
Ganebridge and Railway Station	D. McBain	1½	12	12 "	87 64
Garden River and Railway Station	A. W. Cunningham	1¼	3	12 "	78 00
Garrison Road and Stevensville	B. Johnston	9	2	10 " (to Apr. 30, '02)	81 66
Garry Owen and Owen Sound	J. T. Godfrey	10	2	12 "	196 00
Gas Line and Mail Catching Post	E. Michener	½	6	12 "	25 00
Geneva Lake and Railway Station	F. Kelly	250 yds.	12	12 "	80 00
Georgetown and Glen Williams	L. Lewis	2	12	12 "	152 00
Georgetown and Railway Station	E. McCannah	½	18	12 "	125 00
Georgina Island and Sutton West	C. Bigcanoe	8	2	12 "	75 00
Germaina and Uffington Road	J. C. Stamp	2½	6	12 "	85 00
Gertrude Mine and Railway Stn	J. T. O'Connor	50 yds.	3	1 " (from June 1, '02)	1 54
Gilchrist and Shanty Bay	H. Gilchrist	4	3	12 "	75 00
Gilford and Railway Station	J. A. Blain	¼	24	12 "	30 00
Glamorgan and Millbrook	A. Hanna	6	2	12 "	106 25
Glandine and Railway Station	R. M. Taylor	2	3	12 "	78 00
Glanford Station and Railway Stn	H. Clark	½	6	12 "	68 86
Glenarm and Woodville	S. Dumond	22 r. t.	6	12 "	299 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glencairn and Railway Station	W. Grieve	¼	6	9 mos. (to Mar. 31, '02).	37 50
do do	S. T. Stevens	¼	6	3 " from "	12 50
Glen Eden and Mount Forest	J. Holmes	5	6	12 "	115 00
Glen Huron and Railway Station	J. R. Hamilton	1½	6	12 "	140 00
Glenila and Maple Island	F. Lorenz	5	1	12 "	65 00
Glen Major and Myrtle	C. Hartle	7	6	12 "	134 00
Glen Orchard and Whiteside	W. D. White	1½	3	Part of season 1901-1902	16 50
do do	N. Orchard	1½	3	" "	10 50
Glenville and Newmarket	T. Somerville	3½	6	12 months	120 00
Goldenburgh and Sowerby	J. Ralph	6	1	12 "	75 00
Goodwood and Railway Station	T. Glenn	¼	12	12 "	40 00
Gordon Lake and Leeburn	N. Morrison	7	1	12 "	50 00
Gordon Lake and Railway Station	A. Carmichael	8½	3	9 " (to Mar. 31, '02).	100 50
do do	J. W. Alderson	8½	3	3 " from "	48 75
Gore Bay and Kagawong	W. Cosby	12	2	Season 1901-02	57 00
Gore Bay and Spanish River Stn.	J. Purvis	24,27,24	3-3	" "	548 00
Gore Bay and Providence Bay	J. Mastin	27½	1	12 months	142 00
Gore Bay, Meldrum Bay and Silver Water	J. J. Armstrong	58&42	1	12 "	275 00
Goring and Rocklyn	R. Williamson	4	3	12 "	70 00
Gormley and Unionville	R. Campbell	22½ r.t.	6	12 "	270 00
Gonlais Bay and Sault Ste Marie	A. McAuley	26	1	12 "	318 66
Grand Valley and Peepabun	G. Dickson	3½	2	12 "	40 00
Grand Valley and Railway Station	D. P. McDonald	1	24	12 "	120 17
Granite Hill and Mandeville	C. Nixon	5	1	12 "	25 00
Grassys Corners and Kimbo	W. Newnham	4½	3	12 "	90 00
Grassys Corners and Railway Stn.	R. H. Felker	½	6	12 "	80 00
Gravenhurst and Leg Lake	J. Patterson	11	1	12 "	67 00
Gravenhurst and Railway Station	W. G. Minardus	¾	36	12 "	231 10
Gravenhurst and Uffington	J. Crozier	11	3	12 "	103 00
Gravenhurst and Walkers Point	P. Campbell	14	1	Season 1901-02	52 25
Gravenhurst and West Gravenhurst	J. Groh	2	6	12 months	125 00
Gravenhurst and Wharf	G. Hopkinson	1¾	12	Part of seasons 1901 & '02.	48 24
do do	J. Leitch	1¾	12	Part of season 1902	23 76
Gravenhurst—Sorting Mails at Wharf	D. J. Grant			Part of season 1901	30 00
Greenbank and Blackwater Junct'n.	E. Dusty	5¾	6	12 months	135 00
Green Bay and Honora	L. W. Ferguson	9	2	12 "	85 00
Green Bay and Sheguindah	J. Lane	7	2	12 "	80 00
Green River and Railway Station	M. R. Hoover	1½	12	12 "	90 00
Grenfel and Railway Station	T. Young	2½	2	12 "	78 00
Grimsby Park and Railway Station	H. B. Andrews	¼	24	Season 1901	33 00
Guelph and Hamilton	W. Reid	31½	6	12 months	727 00
Guelph and Shiloh	G. H. Oakes	15¼	3	12 "	179 00
Guelph and Street Letter Boxes	J. Gibson	5	13	12 "	165 00
Guthrie and Oro Railway Station	W. Mitchell	3½	6	12 "	165 00
Haldane Hill and Novar	W. B. Hopcroft	10	3	12 "	220 00
Hamilton and Kilbride	J. Duncan	15¼	6	4 " (to Oct. 31, '01)	75 31
do do	W. Small	15¼	6	8 " from "	131 33
Hamilton Letter Carriers Service	Hamilton Street Ry. Co.			12 "	960 00
Hamilton and Street Letter Boxes	J. Herriman	5-17	1 18 24	6 " (to Dec. 31, '01).	476 00
do do do	W. Brundle	5-17	1 18 24	6 " from "	520 00
Hamilton and Railway Stations	Canadian Transfer Co			12 "	287 60
Hamilton—Special Service at Christmas	Electric Parcel Delivery			Special trips	4 00
Hamilton Beach and Railway Stn.	J. Hughes	¼	12-3	12 months	57 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hamlet and Severn Bridge	T. Stanton	6½	2–6	12 months	87 50
Hampton and Solina	B. G. Stevens	2¼	6	12 "	95 00
Hanover and Mulock	C. Wendorf	10½	3	12 "	157 00
Hanover and Railway Station	W. Wendorf	½	12	12 "	60 00
Harkaway and Holland Centre	A. C. Rae	8¾	2	12 "	106 64
Harrisburg and Troy	I. Canning	4	6	3 " (to Sep. 30, '01)	32 00
do do	A. Misener	4	6	9 " from "	96 00
Harrisburg and Weir	P. McLaughlin	2½	3	12 "	49 00
Hatherton and McIntyre	M. Scilley	4½	2	12 "	52 50
Hawkestone and Railway Station	T. Linton	¼	6	12 "	32 53
Hekkla and Rosseau	A. V. Helgason	6	1	12 "	42 25
Hereward and Railway Station	E. Hanna	4½	6	12 "	113 00
Heron Bay and Railway Station	J. Miller	½	12	12 "	75 00
Hewitt and Railway Station	J. B. Hewitt	¾	6	12 "	45 00
Highfield and Mail Catching Post	A. Sansom	½	6	12 "	36 00
Hillsborough and Railway Station	J. Carmichael	½	6	12 "	80 00
Hillsdale and Hobart	C. E. Smith	8	3	12 "	100 00
Hillsdale and Mount St. Louis	J. Coulson	4	3	12 "	75 00
Hoath Head and Owen Sound	J. Fisher	7	2	12 "	90 00
Hockley and Mono Centre	A. Beatty	11	6	12 "	234 00
Holland Centre and Railway Stn	E. Holmes	⅛	24	12 "	80 00
Holland Landing and Railway Stn	W. Lusk	⅛	24	12 "	75 12
Holstein and Orchard	J. Mark	4	6	12 "	125 20
Holstein and Railway Station	A. Doupe	⅝	12	12 "	47 98
Honeywood and Railway Station	J. Service, jr	12	6	9 " (to Mar. 31, '02)	181 90
do do	J. Grummett	12	6	3 " from "	92 09
Honora and Rockville	J. Spry	9	1	12 "	35 00
Hotham and Nipissing	J. Steele	6	1	12 "	40 00
Humber and Weston	P. Harris	8	6	12 "	221 00
Humber Bay and Railway Station	C. W. Hughes	½–1	12	12 "	160 39
Humberstone and Railway Station	C. Knoll	½	24	9 " (to Dec. 31, '01)	93 60
do do	A. J. Barth	½	24	3 " from "	34 42
Huntsville and Peninsula Lake	J. G. Henderson	10½	2	12 "	100 00
Huntsville and Railway Station	D. Kernaghan	⅝	30	12 "	275 00
Huntsville and Ravenscliffe	W. Whinney	5½	2	12 "	65 00
Huntsville and Williamsport	H. N. Gerhart	10	1	12 "	50 00
Inglewood and Railway Station	J. M. Scott	½	12	12 "	58 50
Inholmes and Orrville	G. Reid	19	2	12 "	187 00
Innisfil and Stroud	G. Barclay	3	6	12 "	100 00
Irish Lake and Priceville	T. Sullivan	7½	2	9 " (to Mar. 31, '02)	63 75
do do	J. Black	7½	2	3 " from "	18 75
Ironbridge and Skibo	A. Fraser	5	2	12 "	52 00
Ironbridge and Thompson	W. J. Beharriell	8	2	12 "	100 00
Islington and Railway Station	E. S. Musson	½	6	12 "	93 60
Ivy and Railway Station	W. Reid	4½	6	12 "	200 00
Jackfish and Railway Station	S. A. Eakins, sr.	¼	12	11 " (to May 31, '02)	131 04
do do	P. A. Nicol	¼	12	1 " from "	6 32
Jackson and Owen Sound	W. Caswell	6	6	12 "	188 00
Janetville and Pontypool	W. Foster	29 r. t.	6	12 "	380 00
Jarlsberg and Railway Station	J. Nelson	⅛	12	12 "	110 00
Jerseyville and Railway Station	G. W. Bishop	½	6	5 " (to Nov. 30, '01)	18 11
do do	W. Robinson	½	6	4 " (to Mar. 31, '02)	14 49
do do	G. W. Bishop	½	6	3 " from "	10 87
Jocelyn and Richard's Landing	W. Kent	14½	2	12 "	150 80
Jordan and Railway Station	A. S. Moyer	1¼	12	12 "	95 00
Jordan Harbour and Jordan Station	S. H. Rittenhouse	2½	6	12 "	75 00
Jordan and Vineland	A. S. Moyer	1½	6	12 "	75 00
Juddhaven and Port Carling	A. Ennis	14	2	Seasons 1901-'02	72 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Katrine and Orange Valley	R. White	6	1	12 months	40 00
Katrine and Railway Station	M. Mawhinney	1½	6	12 "	97 03
Kearney and Railway Station	R. McConkey	½	12	12 "	93 90
Keldon and Shelburne	W. F. McKee	10	2	12 "	110 58
Kells and Powasson	H. Anderson	9	1	12 "	60 00
Kelso and Christie Siding	D. Smith	⅛	6	12 "	50 00
Kemble and Wolseley	W. G. Vanstone	5	1	12 "	41 75
Keswick and Roach's Point	F. Sherman	2	6	12 "	139 78
Kilgorie and Whitfield	M. Lloyd	4½	2	12 "	60 00
Killarney and Little Current	M. Bernard	20	3	Seasons 1901-'02	172 00
Killean and Railway Station	D. Ferguson	1½	6	12 months	90 00
Killyleagh and Thornton	W. Hicks	3	2	12 "	50 00
Kilmanagh and Mono Road Station	M. Stonehouse	3	3	12 "	69 00
Kilworthy and Mail Catching Post	G. A. Lehmann	200 yds.	6	12 "	30 00
Kilworthy and Morrison Lake	J. D. Smith	8	1	12 "	65 00
Kilworthy and Sparrow Lake	A. Wiancko	4½	6 & 2	12 "	75 00
King and Railway Station	R. Kirbyson	⅓	6	12 "	61 00
King and Strange	E. Marshall	4⅜	6	12 "	175 00
Kinghurst and Mooresburg	C. Mink	5½	2	12 "	55 00
King's Wharf and Meehan's Corners	S. Harrington	1½	2	3 " (to Sept. 30, '01).	10 16
Kinmount and Railway Station	G. Train	¼	12	12 "	50 00
Kipling and Warren	O. England	9	1	12 "	50 00
Kirkfield and Rohallion	J. McNabb	7½	2	3 " (to Sept. 30, '01).	17 18
do do	R. Whalen	7½	2	9 " from "	60 00
Kirkwall and Rockton	R. Riddle, jr.	17½ r. t.	6	12 "	143 96
Kleinburg and Railway Station	J. Cairns	1¾	12	12 "	150 00
Knatchbull and Speyside	C. A. Geddes	9½	3	12 "	140 00
Kolapore and Ravenna	S. A. Wilson	5	6	12 "	160 00
Lafontaine and Penetanguishene	J. B. Vallée	8	6	3 " (to Sept. 30, '01).	47 00
do do	F. Longpré	8	6	9 " from "	201 34
Laird and MacLennan	C. Venn	4¾	2	12 "	78 75
Lake Charles and Oxenden	R. Tupper	5	3	12 "	91 00
Lambton Mills and Railway Station	O. Lamb	¼	18	12 "	135 00
Leaside Junction and Railway Stn.	J. H. Lea	300 yds.	12	12 "	12 00
Leaskdale and Railway Station	W. H. Oliver	13	6	12 "	271 00
Lefaive's Corners and Mail Catching Post	J. Braithwaite	1	3	12 "	40 00
Lefroy and Railway Station	J. G. Douse	1/10	12	12 "	31 30
Lemonville and Stouffville	G. Brownsberger	16 r. t.	6	12 "	149 00
Leskard and Newcastle	T. W. Jackson	10	6	12 "	300 00
Leskard and New Park	R. Miller	4	2	12 "	50 00
Lily Lake and Manitowaning	S. T. Norton	7	1	12 "	50 00
Lindenwood and Presqu'Isle	G. Shaw	5	1	12 "	40 00
Lindsay and Railway Station	W. W. Workman	¼	48	12 "	195 00
Lindsay and Street Letter Boxes	A. D. Mallon	5½	18	12 "	117 00
Lindsay and Wharf	A. F. Palen	½	19	Part of seasons 1901, 1902	30 00
Linton and Railway Station	D. Stewart	13¾	6	12 months	280 00
Lisgar and Railway Station	W. B. Chambers	1	6	12 "	85 00
Lisle and Railway Station	R. H. Little	⅛	6	12 "	25 00
Little Britain and Railway Station	J. J. Glass	2	18	12 "	196 00
Little Britain and Valentia	D. J. Sharpe	5½	6	12 "	125 00
Little Current and Manitowaning	W. H. Hulburt	21	6	Season 1901-'02	190 00
Little Current and Massey Railway Station	A. McEachern	26	3 & 6	"	400 00
Little Current and Sheguindah	W. Caughill	8	3	12 months	100 00
Little Rapids and Thessalon	A. W. Kerr	4	4	12 "	92 00
Livingstone Creek and Thessalon	A. McKiggan	6	2	12 "	75 00
Lockton and Railway Station	H. Wallace	1⅜	6	6 " (to Dec. 31, '01).	33 50
do do	W. A. Kenny	1¾	6	6 " from "	49 00
ong Branch and Railway Station	A. R. Buckels	¼	12	Part of seasons 1901, 1902	12 00

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
Longford Mills and Railway Station	W. Thomson....	⅛	12	12 months.....	53 35
Lorimer Lake and McKellar	W. C. Ferris....	10	1	12 "	50 00
Loring and Stopping Place... ..	J. Kyle.	22	3	12 "	280 00
Lorne Park and Railway Station...	A. Shaver	½	12	12 "	40 00
Lorneville and Railway Station....	S. Cameron.....	¼	12	12 "	62 60
Lowbanks and B. D. Crossing.....	I. Michener.....	⅛	6	12 "	80 00
Lowville and Milton	R. Griffith.....	7	6	3 " (to Sept. 30, '01).	49 75
do do	J. Colling	7	6	9 " from " ..	156 35
MacLennan and Tarbutt Crossing .	M. MacLennan .	4	3	12 "	130 00
McNab and St. Catharines	C. Bogardus ...	6	6	12 "	125 00
Macville and Railway Station	A. Hope.....	⅛	6	12 "	60 00
Magnetawan and Spence...	J. Lay.....	7	3	12 "	96 00
Malta and Severn Bridge	T. Whyte.	4	2	12 "	60 00
Malton and Nortonville	S. Scales..... .	22 r. t.	6	9 " (to Mar. 31, '02).	165 83
do do	W. Rollings ..	22 r. t.	6	3 " from " ..	47 16
Manchester and Railway Station ..	M. E. Fitchett..	1¼	12	12 "	70 00
Manilla and Railway Station	D. King.....	1¼	12	12 "	122 07
Manitowaning and Providence Bay	A. Mitchell.....	42¾	2	12 "	414 28
Manitowaning and Wikwemikong .	J. Algeo.	6	3	12 "	117 00
Mansewood and Railway Station ..	I. Wooding.....	⅛	6	12 "	50 00
Manvers Station and Railway Stn .	W. Porter . ..	¼	6	12 "	80 00
Maple and Railway Station	G. Craddock...	⅛	12	6 " (to Dec. 31, '01)..	40 00
do do	W. Wilson.....	⅛	12	4 " (to Apl. 30, '02)..	28 00
do do	R. Rumble	⅛	12	2 " from "	12 16
Maple and Vellore.....	W. Wilson.....	11½	6	10 " (to April 30, '02).	125 00
do do	R. Rumble	11½	6	2 " from " ..	31 66
Maple Lake Station and Railway Station.....	T. J. Belanger..	100 yds.	6	Season 1901-'02.....	11 70
Marden and Railway Station.. ..	J. Burns.....	¾	6	12 months	78 25
Markdale and Railway Station	J. Chapman . ..	¼	24	12 "	156 50
Markdale and Traverston.....	T. H. Smith....	10	3	12 "	119 16
Markham and Railway Station....	W. Michael ..	⅛	24	12 "	90 00
Markstay and Railway Station...	A. P. Lefebvre	200 yds.	12	12 "	130 00
Marksville and Railway Station...	H. A. Duncan..	9¾	6	12 "	469 48
Marksville and Tenby Bay..... ...	A. W. Gibb.s...	15	2	12 "	127 48
Marshville and Railway Station...	R. Haymer, jr..	3½	12	12 "	150 00
Marsville and Railway Station....	D. McDougall..	7½	6	12 "	248 80
Massey Station and Railway Station	W.N. H. Bowers	20 rods.	12	12 "	75 12
Meadowvale and Railway Station.	C. W. Switzer..	⅞	12	12 "	150 00
Meaford and Owen Sound....	Beattie & McKenzie.....	20	12	12 "	360 00
Meaford and Railway Station.....	J. Ufland.... .	½	24	12 "	93 60
Meaford and Walters Falls.....	J. Murray.. ..	22	3	12 "	224 00
Mecunoma and Rye.....	W. Haufschild..	4	3	12 "	80 00
Melancthon and Mail Changing Post	J. Brown.. ..	¼	12	12 "	100 16
Melville Cross and Railway Station	H. Scott.....	¼	6	12 "	44 60
Michipicoten Harbour and Railway Station.....	Algoma Central Ry. Co.....	55	6	Season 1901-02.	257 14
Midland and Penetang Ry. Station.	J. Hicks.....	5	6	3 mos. (to Sep. 30, '01)..	25 00
do do do .	F. J. Smith....	5	6	9 " from " .	37 50
do do do .	D. Dault	5	6	69 " " " .	37 50
do do (G.T.R.)	W. J. Stephens	½	24	12 "	149 00
Midland and Vasey.....	S. T. Morris ...	10	3	11 " (to May 31, '02)	228 25
do do	P. Belfry.	10	6	1 " from "	20 75
do do	B. D. Rachar. .	10	..	Arrears...	30 00
Midlothian and Royston	J. Ronsell . ..	8	2	12 months..... ..	80 00
Midlothian and Wharf	do	13½ rt..	3	Part of seasons 1901-02.	18 94
Millbrook and Mount Pleasant ...	J. McLean.....	8	6	4 months to Oct. 31, '01 .	57 00
do do	C. H. Shield.. .	8	6	8 " from " .	164 66

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Millbrook and Railway Station....	D. Adams		24	12 months	225 36
Millington and Railway Station...	P. G. McDonald	3	3	12 "	74 00
Milton and Railway Stations.....	T. Bradley		12&24	12 "	151 24
Mimosa and Orton	I. Cawthra	4½	3	12 "	60 00
Mineral Springs and Railway Stn.	W. S. Law	200 ft.	6	12 "	25 00
Minesing and Railway Station....	A. Ronald, jr	2	6	12 "	71 99
Minesing and Russellton	G. Miller	6	3	12 "	100 00
Minett and Morinus	W.D. McNaughton	3	6	Season 1901	27 00
Missanabie and Railway Station...	J. D. McArthur	50 ft.	12	12 months	50 00
Moltke and Neustadt	F. J. Weizel	2½	3	12 "	72 00
Monetville, Dunnett and Sturgeon Falls	C. Monet	35 & 30	1	12 "	150 00
Monro Centre and Orangeville....	J. A. Henry	24½ r.t.	6	12 "	297 00
Mono Mills and Railway Station..	W.C. Willoughby	9	6	3 " (to Sept. 30, '01.)	47 50
do do	R. Arlow	9	6	9 " from "	141 00
Mono Road Station and Ry. Station	J. P. Judge		12	12 "	36 00
Mono Road Station and Sandhill.	J. White	2½	6	12 "	74 00
Montrose and Port Robinson	L. Furry	5	3	12 "	119 00
Morley and Woodford	C. E. Johnston	7	2	12 "	80 00
Morrisville and Silver Waters....	J. B. Graham	5½	1	12 "	39 00
Mortimers Point and Port Carling.	W. Mortimer	6	1	Season 1901-02	20 00
Morton Park and Roach's Point...	N. Morton	1½	6	12 months	30 00
Mosborough and Railway Station..	J. J. Hobson		12	12 "	60 23
Moulton and Dodge Crossing	A. Hoffman		6	12 "	40 00
Mount Albert and Railway Station.	P. Steeper		12	12 "	76 34
Mount Albert and Sharon	do	7	6	12 "	170 00
Mount Albion and Railwy Station.	J. A. Davis	2½	6	12 "	120 00
Mount Dennis and Railway Station	G. Marshall		6	12 "	39 00
Mount Horeb and Reaboro	W. Elliott	5	3	12 "	100 00
Mulgrave and Ridgeway	C. J. Bitner	4	3	12 "	78 00
Murphy and Railway Station	J. E. Murphy	100 yds.	12	12 "	25 04
Myrtle and Myrtle Station	C. Hartle		6	12 "	50 00
do and Ry. Station (G.T.R.).	T. W. Ross		12	12 "	39 00
do do (C.P.R.).	W. G. Armour		6	12 "	31 30
Nairn Centre and Railway Station	J. B. Hammond		12	12 "	210 00
Nantyr and Mail Changing Post...	S. Spillett		6	12 "	60 00
Naughton and Catching Post	G. Linklater			14 days to Jan. 14, '02	58
do do	J. A. Windsor	300 yds.	6	16 " from "	66
Nepigon and Railway Station....	J. G. M. Christie		6	12 months	78 00
Netherby and Railway Station....	J. Bauer		6	12 "	83 00
Neustadt and Ry. Station (G.T.R.)	A. Dunemann		12	12 "	93 90
Newcastle and Orono	T. W. Jackson	5	6	12 "	155 00
New Lowell and Railway Station.	A. H. Carter		24	6 " (to Dec. 31, '01)	23 70
do do	J. A. Bell		24	3 " (to March 31' 02)	11 55
do do	J. A. Mather, jr.		24	3 " from "	9 36
Newmarket and Metropolitan Electric Railway Station	T. Somerville		24	5 " 2 dys to Dec. 2, '01	133 00
Newmarket and Pine Orchard.....	do	4½	3	12 "	89 00
Newmarket and Railway Station..	do		24	12 "	114 00
Newmarket and Sutton West	R. D. Morton	22	6	12 "	588 00
New Toronto and Railway Station	J. Twoomey	1¼	12	12 "	100 00
Niagara and Niagara Falls.....	G. Gray	15	6	12 "	380 00
do and Railway Station (C.S.)	R. Warren		12	12 "	60 00
do do	do		12	Part of seasons 1901 & 1902	20 00
Niagara and St. Catharines.....	R. J. Allen	12	6	12 months	197 00
do do	do	12	6	Part of seasons 1901 & 1902	225 00
Niagara Falls and Queenston Wharf	G. Gray	8	6	" "	75 00
Niagara Falls and Railway Station.	A. F. Crow		12	12 months	52 00
do do	do		6	Part of seasons 1901 & 1902	8 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Niagara Falls and Street Letter Boxes	W. H. Newman.	4½	12	5 mos. (from Feb. 1, '02)	40 02
Niagara Falls and Suspension Bridge	A. F. Crow	½	6	12 "	84 00
Nipissing and Pawassan	W. J. Armstrong	10	3	12 "	158 00
North Keppel and Owen Sound	J. Beattie	21	6	12 "	650 00
Norval and Railway Station	J. Hewson	1½	6	12 "	160 00
Notre Dame du Lac and Verner	J. B. Lajeunesse	9	1	12 "	80 00
Nottawa and Ry. Station (G.T.R.)	L. H. Currie	¾	12	12 "	100 00
Nottawa and Rob Roy	T. S. Freethy	10	3	12 "	143 00
Novar and Ry. Station (G.T.R.)	L. Consintine	¼	12	12 "	62 60
Novar and Swindon	W. Savage	5	2	12 "	65 00
Oakville and Trafalgar	E. Hillmer	4	6	9 " (to Mrch 31, '02)	75 00
do do	J. McDermott	4	6	3 " from "	27 25
Oakwood and Railway Station	M. McLauchlan	1½	18	1 " (to July 31, '01)	13 77
do do	T. H. King	1½	18	11 " from "	145 86
Omemee and Railway Station	D. N. Minnes	1½	24	6 " (to Dec. 31, 01)	101 12
do do	J. Thornton	1½	24	6 " (from "	99 20
Ophir and Poplar Dale	W. Coward	5	1	12 "	39 00
Ophir and Rydal Bank	W. Hill, sr	9½	1	12 "	78 00
Orangeville, Railway Station and Street Letter Boxes	J. Henry	¾ & ¼	24&12	12 "	250 00
Orangeville and The Maples	W. Dedrick	5	2	12 "	88 00
Orillia and Ry. Station (G.T.R.)	A. Fraser	½	48&42	12 " (less fine)	475 40
Orillia and Rugby	N. Gilchrist	7	6	12 "	219 00
Orillia and Sebright	R. R. Young	17½	6	12 "	397 00
Orillia and Street Letter Boxes	W. L. Jackson	3	18	12 "	150 00
Oro Station and Railway Stn. (G.T.)	W. Mitchell	½	6	12 "	40 00
Orrville and Railway Station	M. Reid	¾	12	12 "	124 80
Orton and Railway Station (C.P.)	W. Mooney	¾	12	12 "	48 18
Oshawa and Raglan	W. R. Derby	23 r. t.	6	3 " and 15 days (to Oct. 15, '01)	72 10
do do	T. Courtice	23	6	8 " and 16 dys. (from Oct. 15, '01)	173 05
Oshawa and Railway Station	R. C. Carter	1½	12	12 "	76 08
Oshawa and Street Letter Boxes	do	1	12	12 "	74 00
Owen Sound and Ry. Station (C.P.)	J. D. Stoddart	1	24	12 "	189 03
do do (G.T.)	do	½	18	12 "	119 00
Owen Sound and Street Letter Boxes	W. Bridget	9	18	12 "	142 80
Owen Sound and Tara	J. E. Grant	22½	6	12 "	464 00
Oxenden and Wiarton	W. Gilbert	3	6	12 "	100 00
Palermo and Railway Station	G. Sargant	3	12	12 "	225 00
Parkersville and Mail Changing Post	W. Parker	⅕	6	12 "	37 44
Parry Sound and Railway Station	F. Montgomery	2½	12	12 "	249 60
Parry Sound and Shebeshekong	M. Hamilton	1	1	12 "	100 00
Pearceley and Sunbridge	L. T. Mislop	8	1	12 "	66 60
Pelham Union and Tintern	A. H. Cosby	3	3	12 "	60 00
Penetanguishene and Ry. Stn. (G.T.)	J. H. Picotte	¼	24	12 "	117 36
Penville and Tottenham	B. Carroll	19¼ r. t.	6	12 "	269 00
Perm, Everett and Railway Station	T. J. Anderson	6⅛	6 & 18	12 "	149 00
Pevensey and Sunbridge	W. Wilson	8	2	12 "	123 00
Phelpston and Railway Station	R. Shields	⅛	6	12 "	42 24
Pine Grove and Woodbridge	J. G. Elliston	1¼	6	12 "	55 00
Pontypool and Railway Station	T. Stanton	1/16	18	12 "	104 40
Port Cockburn and Railway Station	J. Sword	7	6	Part of seasons 1901-1902.	75 00
Port Colborne and Trent Lake	R. Lawson	2	2	Season of 1901-'02.	25 00
Port Colborne and Ry. Stn. (G.T.)	D. Spears	¼	36	12 months	122 00
Port Coldwell and Railway Station	R. Jackson	20 ft.	12	12 "	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Credit and Railway Station...	T. J. Hamilton..	¾	6	12 months..	43 82
Port Dalhousie and Railway Station	F. W. Smith....	¼	30	12 "	160 00
Port Hope and Railway Station....	H. Clarke	½	6	12 "	25 00
Port Hope and Midland Railway Station.....	C. A. Smith....	¾	36	12 "	140 00
Port Hope and Street Letter Boxes.	T. Roberts.....	2½	13	12 "	110 00
Port Maitland and Railway Station.	H. Siddall.. ...	4	6	12 "	184 67
Port Perry and Railway Station...	W. Jamieson ...	¼	2	12 "	54 60
Port Perry and Scugog..... ...	J. Jackson.....	7	2	12 "	100 00
Port Perry and Shirley.....	J. B. Espin	5	2	12 "	70 00
Port Robinson and Railway Station.	C. Bennett.....	¼	24	12 "	125 00
Port Severn and Waubaushene	E. Polkingham..	5	3	12 "	138 84
Port Sydney and Railway Station..	H. G. Ladell....	2½	12	12 "	234 72
Port Whitby and Railway Station..	C. Fox	½	12	12 "	25 00
Powasson and Railway Stn. (G.T.).	A. H. Porter ...	¼	12	12 "	93 90
Powasson and Storie	F. W. Mechefske	7	1	12 "	26 00
Powles Corners and Railway Stn...	W. H. Powles ..	1	6	12 "	120 88
Priceville and Railway Station.....	D. G. McLean..	4	6	12 "	139 32
Primrose and Whitfield	J. Bailey. . ..	4½	6	12 "	123 00
Prince Albert and Railway Station.	C. Fallis.....	¾	12	12 "	80 00
Proton Station and Railway Station.	F. Freeman.. ..	¾	12	12 "	75 00
Proton Station and Wareham	J. Roome.	9½	3	12 "	156 00
Providence Bay and Spring Bay....	B. Bock.....	6½	1	12 "	40 00
Purbrook and Uffington..	J. Crockford....	6	2	12 "	64 00
Puslinch and Railway Station.. ..	J. A. Macdonald	⅛	12	12 "	40 07
Queensville and Ravenshoe	J. J. Fenton....	6	6	12 "	136 66
Rama and Railway Station	J. McPherson ..	1¼	6	12 "	80 00
Ravenshoe and Railway Station ...	W. Linstead....	4	6	12 "	150 00
Ravensworth and Railway Station.	J. M. Garrioch..	100 yds.	12	12 "	15 65
Reaboro and Railway Station. ..	J. Greer..	¼	12	12 "	70 00
Renforth and Southcote.....	H. Smith.	2	6	12 "	55 00
Richards Landing and Railway Stn.	J. W. Heacock..	9	6	12 "	496 00
Ridgeway and Railway Station....	P. W. Anthony.	¼	12	12 "	68 00
Ridgeway and Stevensville	B. Johnston ...	3	3	2 " (from May 1, '01)	12 50
Riverview and Railway Station....	J. Laing	3¾	6	12 "	120 00
Roache's Point and Railway Stn...	R. Colgan	3	6	Season 1901	58 10
Robb and Yeovil	T. Bunston. ...	2¾	3	12 months...	62 40
Rock Hill and Seguin Falls..	D. A. Campbell	12	3	12 "	200 00
Rockside and Terra Cotta..	G. Davidson. ..	3½	2	12 "	52 00
Rosedene and Silverdale Station...	A. McKay.....	2¾	6	12 "	79 73
Rosemont and Shelburne.....	P. Amess. ...	12	6	12 "	295 00
Rosemont and Sheldon.....	T. J. Anderson..	3¾	6	12 "	100 00
Rosseau and Maple Lake Railway Station.....	J. Harvie.....	12	6	12 "	390 00
Rosseau and Rosseau Falls..... ...	P. Mutchenbacker.. . .	4	3	Season 1901-'02.	36 00
Rosseau and Shannon Hall..	G. Kellington...	12	1	12 months	78 00
Rosseau and Stanley House..	W. B. Maclean .	8	1	Season 1901-'02	28 50
Rosport and Railway Station.....	J. A. Nichol ...	50 yds.	12	12 "	50 00
Roundwood and Sault Ste. Marie..	M. Doyle.. ...	7	1	12 "	52 00
Ruskview and Terra Nova.....	J. W. Walker...	2⅜	3	12 "	40 00
St. Ann's and Railway Station....	P. M. Snyder...	¼	12	12 "	50 00
St. Ann's and Smithville Ry. Stn..	J. Snyder.....	3	6	8 " and 23 dys. (to March 23, '02).	72 77
do . do ..	W. H. Fisher...	3	6	3 " and 8 dys. (from March 23, '02).	27 22

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractoa.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Ann's and Welland Port	W. Cavers	6	12	12 months	365 00
St. Catharines and Railway Station	D. Walker	1	24	12 "	241 14
St. Catharines and Street Letter Boxes	M. Ireson	15	1, 2 & 1	12 "	235 00
St. Patrick and Mail Changing Post	O. Pilon	½	3	12 "	39 25
Sadowa and Sebright	H. Matheson	5¾	2	12 "	40 00
Sault Ste. Marie and Railway Stn	A. Stephens	½	13	12 "	196 04
Sault Ste. Marie and Street Letter Boxes	W. Hussey	1½	6	12 "	120 00
Sault Ste. Marie and Sault Ste. Marie West	do	¾	6	2 " and 16 dys. (from Apl. 14, '02)	27 50
Saurin and Mail Changing Post	T. McGrath	¼	12	12 "	20 00
Scarboro and Woburn	J. Gibson	22 r. t.	6	12 "	330 00
Schreiber and Railway Station	J. E. Walker	200 yds.	12	12 "	100 00
Scotch Block and Railway Station	W. Hampshire	⅛	6	12 "	60 00
Scotia and Mail Changing Post	E. B. Clearwater	¾	6	12 "	78 25
Seagrave and Railway Station	J. Johnson	½	6	12 "	60 00
Seguin Falls and Railway Station	R. Fry	30 yds.	12	12 "	55 00
Severn Bridge and Railway Station	J. H. Jackson	½	24	12 "	118 75
Shallow Lake and Railway Station	J. J. Scott	¼	12	12 "	55 07
Shanty Bay and Railway Station	C. G. Arthur	¼	12	12 "	78 25
Shelburne and Railway Station	O. Rands	¼	24	12 "	87 64
Sheridan and Railway Station	W. H. Falconer	6½	6	12 "	333 28
Sherkston and Railway Station	G. Zavitz	400 ft.	12	12 "	30 00
Siloam and Uxbridge	J. Imrie	16 r. t.	3	12 "	136 48
Silverdale Station and Railway Station	E. A. McPherson	150 yds.	6	12 "	23 96
Smithdale and Railway Station	D. Smith	¼	6	12 "	25 04
Smithville and Railway Station	J. B. Brant	½	12	1 " (to July 31, '01)	4 16
do do	E. M. House	½	12	11 " from "	58 66
Smoky Falls and Sturgeon Falls	A. Peno	8	1	12 "	40 00
Snider's Corners and Trafalgar	R. Snider	7	3	12 "	100 00
Snowville and Tehkummah	J. Hutchison	3	2	12 "	50 00
Snyder and Stevensville Railway Station	J. J. Willick	1¼	6	12 "	88 00
Sonya and Railway Station	A. Black	⅝	6	12 "	78 25
South Bay Mouth and Tehkummah	W. Newman	19	1	12 "	101 00
South River and Railway Station	E. Holditch	⅛	12	12 "	93 60
South River and Wattenwyle	J. Maeck	18	3	12 "	225 00
Sowerby and Dayton Railway Station	W. Harris	6¼	3	12 "	142 00
Spanish River Station and Railway Station	W. W. Grant	¼	12	12 "	100 00
Spragge and Railway Station	W. D. Lummis	¼	12	12 "	125 20
Sprucedale and Railway Station	W. Pearce	75 yds.	12	12 "	31 30
Stanleydale and Utterson	A. Turley	15	3	12 "	197 00
Stanleydale and Yearleys	J. Middleton	2½	6	12 "	77 00
Stayner and Railway Station	C. A. Sanders	⅛	24	9 " (to March 31, '02)	72 00
do do	D. McNab	¼	24	3 " from "	19 50
Stayner and Sunnidale	A. McNabb	23¾	3	12 "	109 00
Stevensville and Railway Station	J. D. Gilmour	¼	12	12 "	40 00
Stirling Falls and Mail Catching Post	G. L. Bolton	6¼	3	12 "	124 80
Stobie Mine and Sudbury	D. McNaughton	3½	6	12 "	125 00
Stone Quarry and Windmill Point	J. Wise	⅝	6	2 " (from May 1, '02)	11 66
Stony Creek and Woodburn	M. Neil	15 r. t.	6	3 " (to Sept. 30, '01).	72 25
do do	W. Ptolemy	15 r. t.	6	9 " from "	196 95
Stouffville and Railway Station	O. Forsyth	½	30	12 "	78 00
Streetsville Railway Station and Junction	J. R. Maxwell	½ & ¾	18	12 "	154 48
Stroud and Railway Station	R. C. McCraw	1	12	12 "	121 34

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Sturgeon Bay and Railway Station.	J. Playfair.	¼	12	12 months	80 00
Sturgeon Falls and Railway Station	J. Lafferty.	¼	24	12 "	146 00
Sturgeon Point and Wharf	Trent Valley Navigation Co	¼	12	Part of season 1902	3 75
Sudbury and Railway Station	N. Bailey	¼	24	12 months	200 00
Sudbury and Manitoulin and North Shore Railway Station	C. Hollinger	⅛	6	1 " 6 days (from May 26, '02)	7 91
Summerville and Railway Station.	W. O'Brien	6	6	12 "	170 00
Sunderland and Railway Station.	W. H. Oliver	¼	24	12 "	94 00
Sundridge and Railway Station	J. Carter.	¼	12	12 "	125 20
Sundridge and Vavasour	M. Harkness	12	1	12 "	94 00
Suspension Bridge and Tolls.	T. Reynolds			12 "	40 00
Sutton West and Railway Station.	A. Millard.	¼	12	12 "	56 32
Sutton West and Vachell	F. Daley	4	6	5 " (to Nov. 30, '01) and arrears	85 00
do do	P. J. Boisvert	4	6	7 " from "	43 75
Swansea and Railway Station.	S. Brydson	250 yds.	18	8 " (from Nov. 1, '01)	43 20
Temperanceville and Railway Station	J. W. Legge	6½	6	12 "	200 00
Terra Cotta and Railway Station.	I. Harber	¼	6	12 "	39 00
Thessalon and Railway Station	D. A. Sandy	3	12	12 "	100 16
Thessalon and Wharncliffe	E. Ansley	19¼	1	12 "	125 00
Thompson and Railway Station	R. Tyner	30 ft.	6	12 "	30 00
Thompsonville and Railway Station	J. T. Schmitend'f	1¼	12	12 "	110 00
Thornton and Railway Station	W. H. Martin	¼	18	12 "	85 36
Thorold and Railway Station	P. R. Warner	¼	24	12 "	215 00
Tioga and Railway Station	A. Lemon	¼	12	12 "	43 82
Toronto and Metropolitan Railway Station	Can. Express Co.	2	21	12 "	438 20
Toronto and Union Station	do	1	as req.	12 "	1,512 01
Toronto and Sorting room at Union Station	A. Baillie	1	1	12 "	13 00
Toronto Letter Carriers Service	The Toronto Railway Co.			12 "	4,745 00
do do	W. H. Smith.			Special service	206 00
Toronto Transfer of Mails at Union Station	G.T. Railway Co			12 months	187 80
Toronto and Branch Offices and Street Letter Boxes	L. Bilton.			12 "	2,367 65
do do	Can. Express Co.			Special service	134 73
do do	J. McCarron.			Special trip	8 25
Toronto Junction and C.P. Railway Station	H. Brown	¼	36	7 mos. (to Jan. 31, '02)	92 50
Toronto Junction and C.P. Railway Station	H. W. West	¼	36	5 " from "	60 41
Toronto Junction and Carleton and Royce Avenue Railway Station	H. Brown	1½	18	8 " (to Feb. 28, '02)	66 88
Toronto Junction and Carleton and Royce Avenue Railway Station	H. W. West	1½	18	4 " from "	33 33
Toronto Junction and Toronto.	Can. Express Co.	5	1	8 " (to Feb. 28, '02)	17 00
do do	H. W. West	5	1	4 " from "	11 33
Tottenham and Railway Station.	S. Morrow	¼	24	12 "	49 00
Trinity and Railway Station.	G. W. Bishop	6	6	12 "	143 44
do do	W. Robinson	6	6	1 " (to Dec. '01)	13 04
Trout Creek and Railway Station.	W. Corkery			12 "	62 60
Trout Creek and Stopping Place	W. O. Shaughnessy	20	3	12 "	345 00
Trudeau and Railway Station	W. H. Baldwin.	¼	6	4 " 14 dys. (from Feb. 15, '02)	11 25

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Uhthoff and Railway Station	J. Lynes	¼	12	12 months	97 03
Ullswater and Utterson	N. Hanes	11	3	12 "	130 00
Unionville and Railway Station	G. H. Neville	¼	24	12 "	120 00
Uphill and Victoria Road	W. Muir	24 r.t. 27	6 & 3	12 "	375 00
Uptergrove and Railway Station	J. Kenny	½	12	12 "	48 00
Utica and Uxbridge	J. McPherson	6½	6	12 "	134 00
Utopia and Railway Station	P. Connor	⅛	12	12 "	87 64
Uxbridge and Railway Station	F. W. Heard	⅓	24	12 "	80 00
Uxbridge and Victoria Corners	J. H. Wagg	7	3	12 "	106 84
Varney and Railway Station	C. Gadd	⅛	12	12 "	64 15
Verner and Railway Station	C. G. Guenette	⅛	24	12 "	175 00
Victoria Harbour and Railway Station	M. Vasey	¼	24	12 "	128 80
Victoria Mine and Mail Catching Post	S. J. Moloney	.....	..	One trip	1 00
Vine and Mail Catching Post	V. P. Kelsey	⅛	12	12 months	56 34
Vinemount and Railway Station	J. R. Lane	⅛	6	12 "	25 00
Vivian and Railway Station	G. W. McCormick	⅛	12	12 "	80 00
Wahnapitæ and Railway Station	S. Fortin	¼	24	12 "	223 00
Waldemar and Railway Station	R. Jenkins	⅓	12	12 "	100 00
Walford Station and Railway Station	A. G. Walford	⅛	6	12 "	62 55
Warren and Railway Station	H. Irwin	100 yds.	12	12 "	187 80
Washago and Railway Station	J. C. Marshall	¼	12	12 "	50 08
Waterdown and Railway Station	G. F. Creen	3½	12	12 "	261 25
Waubamick and Parry Sound Road	H. Harris	1⅔	2	12 "	30 00
Waubaushene and Railway Station	W. H. F. Russell	⅛	24	12 "	95 00
Waverley and Railway Station	W. Drinkill	9	6	12 "	225 00
Webbwood and Railway Station	F. Courier	300 yds.	12	12 "	94 48
Welland and Railway Station	J. McQueen	1½	12	12 "	98 88
do do (G.T.R)	O. H. Garner	⅝	24	12 "	150 24
do do	J. McQueen	1½	24	12 "	187 80
Welland and Street Letter Boxes	do	1	18	12 "	85 00
Wesleyville and Railway Station	W. Thorndyke	1½	6	3 " (to Sept. 30, '01).	23 70
do do	J. Barrowclough	1½	6	9 " from "	60 00
Weston Street Letter Box and Railway Station	A. Harvey	250 yds.	18	12 "	40 00
Whitby and Railway Station	W. Newport	1⅞	6	12 "	75 00
do do (W.&P.P.)	J. Scott	½	12	12 "	56 34
Whitefish and C.P.R. Railway Station	J. D. Gemmill	¼	6	12 "	40 00
Whitehall and Railway Station	W. A. White	⅛	12	12 "	81 16
White River and Railway Station	W. H. McDougall	⅛	12	12 "	100 00
Woodbridge and Railway Station	T. Rankin	¼	24	12 "	67 00
Woodville and Railway Station	J. Gordon	⅝	24	12 "	87 64
Worthington and Railway Station	J. Dwyer	½	12	12 "	62 60
Wyebridge and Railway Station	S. Casselman	5	6	12 "	124 00
Wyevale and Railway Station	W. T. Stewart	⅛	6	12 "	28 17
Zephyr and Railway Station	M. Clarke	3	6	9 " (to Mar. 31, '02).	104 56
do do	E. E. Profit	3	6	3 " from "	29 50
Zimmerman and Railway Station	D. Wilkins	9	6	12 "	360 00
				Total	118,148 99

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbottsford and Otter	B. Norman	11	2	3 mos. (to Sept. 30, 1901).	31 00
do do	do	13	2	9 " from "	170 00
Abbottsford and Peardonville	R. Peardon	7	1	12 "	60 00
Abbottsford and Railway Station	F. Munroe	50 yds.	12	4 " (to Oct. 31, 1901).	13 33
do do	B. B. Smith	50 yds.	8	" from "	26 67
Abbottsford and Upper Sumas	A. Boley	5	3	12 "	122 50
Agassiz and Railway Station	H. White	100 yds	14	12 "	60 00
Ainsworth and Wharf	J. Henry	¼	12	12 "	120 00
Albert Canyon and Railway Station	B. Green	¼	14	4 " and 14 days (to Nov. 14, 1901).	22 50
do do do	do	¼	7	7 " and 16 days (from Nov. 15, 1901).	18 75
Alexandria and Kersley	British Columbia Exp. Co.	20	1	6 " & arrears (broken period)	162 50
Anaconda and Greenwood	L. A. Smith	1	6	12 "	60 00
Argenta and Howser	A. Carney	12	1	12 "	260 00
Argenta and Wharf	G. Crawford	300 yds.	6	7 " and 5 d. to Feb. 5.	47 25
do do	do	300 yds.	2	4 " and 23 d. (from Feb. 6)	16 75
Armstrong and Falkland	W. Bell	21	1	2 " (to Aug. 31, 1901)	25 00
Armstrong and Hullcar	D. Crane	14	1	2 " " "	12 50
Armstrong and Falkland, and Armstrong and Hullcar	B. F. Davis	24, 14 17 & 7	1 & 1	10 " (from "	150 00
Armstrong and Railway Station	J. M. Wright	50 yds.	as req.	12 "	60 00
Arrowhead and Comaplix	F. Robinson Lumber Co. (Ltd)	16	3	7 " and 3 d. to Feb. 3, 1902	368 00
do do	do	16	3	3 " and 19 d. (from Mar. 13, 1902.	188 00
Arrowhead and Ferguson	J. Shaw	33	2	11 trips	198 00
Arrowhead and Railway Station and Wharf	G. Newman	⅛ & ⅛	14	12 months	120 00
Arrowhead and Thomson's Landing Steamer	F. Robinson Lumber Co. (Ltd)	⅛	6	7 " and 3 d. (from July 1, 1901, to Feb. 3, 1902	62 00
do do do	do	⅛	6	3 " and 19 d. (from Mar. 13, 1902).	31 00
Ashcroft & Clinton and Clinton & Barkerville, etc	Kilgour & Miller	32, 63 & 255	v'riovs frequencies	12 "	23,250 00
Ashcroft and Railway Station	J. C. Shields	200 yds.	14	12 "	180 00
Balford and Wharf	J. W. Gallup	100 yds.	as req.	12 "	24 00
Beaver and Railway Station	F. Stalker	300 yds.	14	12 "	100 00
Beaverton and Westbridge	F. C. Boles	25 m.	1	12 "	240 00
Bella Coola and Hagersborg	H.B.Christinson	10	...	12 "	42 00
Boundary Falls and Railway Station	T. Wake	50 yds.	12	1 " (to July 31, 1901).	1 00
Bruce's Landing and Mail Steamer	R. N. Dundas	300 yds.	2	12 "	13 00
Burton and Steamer Landing	F. J. Richmond	¼	3	12 "	120 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cadwallader and Lillooet	R. H. Brett	70	mthly	12 months	354 00
Camborne and Cooaplix	J. A. Magee	8	1	9 trips	9 00
Camp McKinney and Midway	R. Meyerhoff	30	3	12 months	1,000 00
Camp McKinney and Penticton	R. S. Hall	56	3	3 " (to Sept. 30, 1901)	460 00
Camp McKinney and Sidley	R. G. Sidley	10	3	12 "	300 00
Carmi and Rock Creek	G. McKenzie	4	1	1 " (from June 1, 1902)	30 00
Carson and Columbia	Page & Hall	10	1	1 " 19 d. to May 19, '02	40 38
Cascade and Railway Station	A. Thompson	¾	12	12 " " "	234 76
Castlegar and Railway Station	J. J. Mabbott	¼	6	3 " (from Apr. 1, '02).	10 00
Cedar Cove and Mail Catching Post	W. Seidelman	150 yds.	12	12 "	40 00
Central Park and Railway Station	W. M. Smith	100 yds.	12	12 "	100 00
Chilliwack and Menten	Harrison & Menten	6	7	12 "	821 25
Chilliwack and Rosedale	A. H. Mercer	7	3	7 " (to Jan. 31, 1901).	77 58
do do	T. G. Bartlett	7	3	5 " (from Feb. 1, 1902)	65 00
Chilliwack and Sumas	J. A. MacLeod	6	6	12 "	225 00
Clayton and Railway Station	C. C. Cameron	¾	4	12 "	119 60
Cloverdale and Clover Valley	R. D. MacKenzie	2½	2	12 "	49 72
Cloverdale and Elgin	S. J. Wade	7	2	12 "	103 72
Cloverdale and Railway Station	J. H. Starr	500 yds.	12	12 "	50 00
Columbia and Nelson (Wash.)	G. W. Williams	5	Daily.	9 " (to Mar. 31, 1902).	225 00
do do	Page & Hall	5	1	1 " and 12 d. (from May 20, 1902).	34 62
Columbia and White's Camp	J. L. Martin	12	1	10 " (to Apl. 30, 1902).	150 50
Coquitlam and Railway Station	J. Rowlands	50 yds.	14 & 6	12 "	55 00
Coutlee and Mamette Lake	L. Queenville	18	50	3 " (to Sept. 30, 1901)	26 00
do do	do	23	50	2 " (to Nov. 30, 1901)	17 33
do do	G. W. Lindley	23	50	1 " (to Dec. 31, 1901)	8 67
do do	do	23 f't'ly	6	1 " (from "	52 00
Craigellachie and Mail Catching Post	S. Loftus	140 yds.	7	2 " (to Aug. 31, 1901)	9 00
do do do	J. H. Wolsey	140 yds.	7	2 " (to Oct. 30, 1901)	9 00
do do do	F. R. Reid	140 yds.	7	8 " (from "	36 00
Cranbrook and Railway Station	R. E. Beattie	¼	6	12 "	78 25
Cranbrook and Crow's Nest Railway Station	do	¼	12	12 "	313 00
Cranbrook and St. Eugène Mission	N. Coccola	6	1	12 "	78 00
Creighton and Lumby	W. H. Phillips	5	1	12 "	50 00
Creston and Railway Station	F. G. Little	½	3	12 "	150 00
Crow's Nest and Railway Station	A. Good	1	3	12 "	50 00
Deadwood and Greenwood	J. Hambly	3	6	6 " and 14 d. (to Jan. 14, 1902)	161 29
do do	do	3	3	5 " and 16 d. (from Jan. 15, 1902).	69 17
Deer Park and Wharf	G. A. Johnson	⅛	3	12 "	36 00
Deroche and Mail Catching Post	S. B. Campbell	50 yds.	6	4 " (to Oct. 31, 1901)	16 00
do do do	A. D. Cooper	50 yds.	6	8 " (from "	32 00
Deroche and Nicomin	A. Rouleau	4	3	12 "	131 75
Dewdney and Hatzic Prairie	G. Rouleau	5½	2	12 "	120 00
Dewdney and Mail Catching Post	J. Barker	5/8	12	12 "	156 00
Dog Creek and Gang Ranch	J. D. Prentice	12	2	12 "	224 50
Donald and Railway Station	R. D. Davies	100 yds.	14	12 "	50 00
Douglas Lake and Quilchena	J. B. Greaves	22	1	12 "	150 00
East End Branch and Vancouver	H. J. Foote	1	6	12 "	78 25
Eholt and Railway Station	G. A. Randall	300 yds.	12	3 " (to Sept. 30, 1901)	15 00
do do	A. B. Ripley	300 yds.	12	6 " (to Mar. 31, 1902)	60 00
do do	D. R. McElmon	300 yds.	12	3 " (from "	30 00
Eholt and Summit	J. L. Jarrell	2½	6	8 (to Feb. 28, 1902)	69 00
Elko and Phillipps	A. E. Ingham	23	1	8 " " "	96 67
do do	L. Flett	23	1	4 " (from "	100 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Elko and Railway Station	E. B. Holbrook	750 yds.	3	12 months	60 00
Enderby and Railway Station	H. W. Harvey	75 yds.	as req.	12 "	60 00
Epworth and Mount Plesant	J. Boyyer	2½	3	12 "	40 00
Erie and Railway Station	J. R. Hunnex	100 yds.	12	12 "	36 00
Fairview and Orville	R. S. Hall	19 m.	1	2 " (to Aug. 31, 1901)	43 33
Fairview and Penticton	L. C. Barnes	15 m.	1	9 " (from Oct. 1, 1901)	900 00
Falkland and Grande Prairie	W. Bell	14	1	12 "	50 00
Ferguson and Thomson's Landing	Craig & Hillman	17	3	9 " and 18 d. (broken period)	980 00
Fernie and Railway Station	H. Johnson	½	12	12 "	235 50
Field and Railway Station	C. Wyckoff	200 yds.	14	12 "	100 00
Fife and Railway Station	T. Price	35 yds.	6	12 "	50 00
Fire Valley and Mail Steamer	J. Bangs	4	1	12 "	100 00
Fort Steele and Fort Steele Junction	Geary & Doyle	8	12	12 "	416 00
Fort Steele and Windermere	G. Geary	75	1	6 " (to Dec. 31, '01)	756 50
Fort Steele and Wasa	N. Hanson	13	1	3 " (from April 1, '02)	45 50
Gladstone and Railway Station	C. E. Grant	¾	6	12 "	104 00
Glenwood and Langley Prairie	J. P. Smith	4	1	12 "	65 00
Golden and Railway Station	C. A. Warren	400 yds.	14	12 "	150 00
Golden and Windermere	R. A. Kimpton	85	1	12 "	1,850 00
Grande Prairie and Monte Creek	A. J. Blackbourn	21	2	3 " (to Sept. 30, '01)	74 10
do do	W. J. Jones	20	2	9 " from "	209 25
Grand Forks, Columbia and Railway Station	E. C. Henniger	1⅜	as req.	12 "	626 00
Greenwood and Railway Station	Cameron Bros.	¾	12	12 "	411 29
Halcyon Hot Springs and Mail Steamer	T. McNaught	500 yds.	14	12 "	25 00
Hall and Railway Station	D. R. Morrison	⅛	12	12 "	50 00
Hall's Prairie and Railway Station	D. W. Brown	1¼	4	12 "	120 00
Harrison Hot Springs and Railway Station	J. C. Armstrong	5	s d'ly s d'ly w	12 "	200 00
Harrison River and Railway Station	C. W. Menten	¼	12	12 "	60 00
Hatzic and Mail Catching Post	P. E. Lazenby	60 yds.	14	12 "	63 20
Hazelmere and Railway Station	H. T. Thrift	1	4	12 "	60 00
Hope and Railway Station	T. Alvarez	2	6	12 "	156 50
Hope Station and Railway Station	W. Manley	40 yds.	14	12 "	25 00
Huntingdon and Railway Station	M. McGillivray	½	12	12 "	75 00
Illicillewaet and Railway Station	A. L. Stewart	½	14	3 " (to Sept. 30, '01)	12 50
do do	E. N. D. Forbes	½	14	9 " from "	37 50
Jackman and Lumby	N. Jackman	21	1	12 "	156 00
Jaffray and Railway Station	C. D. McNab	350 yds.	12	4 " (from Mar. 1, '02	20 00
Kamloops and Louis Creek	T. A. Noble	40	f'tly s. m'ly w	12 "	150 00
Kamloops and Railway Station	N. McPhee	1	14	12 "	293 00
Kamloops and Spence's Bridge	J. Clark	108	1	12 "	1,100 00
Kaslo and Argenta Steamer Wharf	P. McGregor	300 yds.	6	7 " and 5 days (to Feb. 5, '02)	37 80
do do	do	300 yds.	2	4 " and 23 days (from Feb. 6, '02)	13 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kaslo and Steamer Landing	S. H. Green	½	12	12 months	156 50
Keefers and Railway Station	J. Hannah	150 yds.	14	12 "	40 00
Kelowna and Vernon	W. Scott	40	3	12 "	600 00
Kelowna and Wharf	E. R. Bailey	100 yds	6	12 "	60 00
Keremos and Penticton	J. Marsel	25	1	12 "	200 00
Kimberley and Railway Station	A. Archibald	335 yds.	6	12 "	78 25
Kitchener and Railway Station	K. Morrison	200 yds.	6	12 "	45 00
Kokanee and Wharf	R. McGuire	¼	2	3 " (from April 1, '02)	3 33
Knalt and Mail Catching Post	J. Carlin	50 yds.	7	12 "	20 00
Kuskonook and Steamer Wharf	C. Wright	400 yds.	12	12 "	156 00
Langley and Langley Prairie	Coulter & Berry.	6	3	3 " (to Sept. 30, '01).	24 87
do do	do	6¾	3	3 " (to Dec. 31, '01)	24 87
do do	N. N. Gordon	6¾	3	6 " from "	62 50
Langley and Railway Station	J. Taylor	3	6	12 "	406 90
Lardo and Wharf	C. McDonald	50 yds.	6	7 " and 5 days (to Feb. 5, '02)	18 90
do	do	50 yds.	6	4 " and 23 days (from Feb. 5, '02)	6 70
Lillooet and Lytton	Cameron & Hurley	47	2	12 "	700 00
Lillooet and Pemberton Meadows	R. H. Brett	60	f'tly s. m'ly w	5 " (to Nov. 30, '01).	143 75
Lulu Island and Steveston	J. P. Bowditch	1	3	6 " (from Jan. 1, '02)	30 00
Lumby and Vernon	J. Genier	16	3	12 "	250 00
Lytton and Railway Station	J. H. Anthony	¼	14	12 "	175 00
Majuba Hill and Sumas	W. Chadsey	6½	2	12 "	100 00
Mara and Railway Station	M. E. Rosoman	¾	6	12 "	75 00
Marysville and Railway Station	C. E. Reid	½	3	5 " (from Feb. 1, '02)	32 50
Michel and Railway Station	C. M. Waggett	300 yds.	12	3 " (to Sept. 30, '01).	18 75
do do	W. Moon	300 yds	12	9 " to "	56 25
Midway and Railway Station	T. McAulay	¾	12	12 "	180 00
Mission City and Mount Lehman	G. A. Lee	4	3	12 "	230 00
Mission City and Railway Station	J. Marsh	¼	14	12 "	170 00
Monte Creek and Railway Station	W. Plumm	135 yds.	7	12 "	100 00
Mount Pleasant and Street Letter Boxes and Vancouver	H. J. Foote	10½	7	12 "	391 24
Moyie and Railway Station	P. D. Hope	430 yds	12	12 "	260 00
Nakusp and Railway Station and Steamer Wharf	F. W. Jordan	100 & 300 yds.	14	12 "	150 00
Nelson and C. P. Railway Station	G. Ferguson	¾	32	3 " (to Sept. 30, '01).	210 50
do do	Nelson Freighting & Transfer Co	¾	32	9 " from " (and extra trips)	639 00
Nelson and N. & Ft. S. Railway Station	G. Ferguson	1 & ¾	7 & 6	3 " (to Sept. 30, '01).	94 05
do do	Nelson Freighting & Transfer Co	1 & ¾	7 & 6	9 " from "	278 85
Nelson and Wharf	Geo. Ferguson	½	24	3 " (to Sept. 30, '01).	79 00
do	Nelson Freighting & Transfer Co	½	24	3 " from "	254 00
New Denver and Railway Station	J. Delaney	2	12	12 "	199 00
New Denver and Wharf	do	⅓	12	12 "	192 50
New Westminster and C. P. Railway Station	W. H. Clarke	¼	13	12 "	220 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c. *Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
New Westminster and N. W. & S. Railway Station	W. H. Clarke	1	as req.	12 months	272 00
New Westminster and Street Letter Boxes	A. Rae	5¼	6	12 "	150 00
Nicola Lake and Princeton	J. Clark	70	1	12 "	850 00
Nicomekl and Railway Station	R. M. Hornby	65 yds.	6	6 " (to Dec. 31, '01)	30 00
do do	M. J. Pickard	65 yds.	6	6 " from "	30 00
North Bend and Railway Station	W. Arnott	300 yds.	14	12 "	40 00
Notch Hill and Railway Station	C. Castle	100 yds.	7	12 "	50 00
Okanagan and Vernon	C. O'Keefe	8	2	12 "	80 00
Okanagan Falls and Main Post Road	J. McLellan	3½	2	3 " (to Sept. 30, '01).	30 00
do do	L. C. Barnes	3½	3	1 " and 17 days (from May 15, '02)	20 00
Okanagan Landing and Railway Station	T. Van Antwerp	100 yds.	as req.	12 "	36 00
Palliser and Railway Station	J. D. Wells	¼	14	12 "	78 00
Peachland and Steamer Wharf	M. E. M'Dougald	200 yds.	6	12 "	50 00
Peachland and Westbank	N. S. Marshall	10	2	2 " (from May 1, '02)	16 66
Penticton and Wharf	W. S. Parker	200 yds.	6	12 "	180 00
Peterborough and Main Post Road.	W. C. Bennett	4	2	8 " (to Feb. 28, '02).	100 00
do do	R. A. Kimpton.	4	2	2 " (to April 30, '02).	25 00
Peterborough and Wharf	Upper Columbia & Tramway Co. (Ltd.)	1½	2	Season 1901.	7 75
Phœnix and Railway Station	G. P. Murphy	½	12	12 months	297 35
Pilot Bay and Wharf	D. H. Riddell	⅓	12	12 "	72 00
Port Hammond and Railway Station	A. L. Lazenby	100 yds.	14	6 " (to Dec. 31, '01).	36 80
do do	do	300 yds.	14	6 " from "	36 20
Port Haney and Railway Station	T. Armstrong	150 yds.	14	12 "	60 00
Port Haney and Webster's Corners.	J. M. Webster	4½	2	12 "	75 00
Port Kells and Railway Station	J. Latta	1	6	12 "	70 00
Port Moody and Mail Catching Post	J. Tays	⅛	28	12 "	60 00
Revelstoke and Big Bend	J. D. Boyd	70	13 tps. p.y.	12 "	480 00
Revelstoke and Revelstoke Station and Railway Station	E. W. B. Paget	1	as req.	3 " (to Sept. 30, '01).	68 50
Revelstoke Station and Railway Station.	do	100 yds.	"	3 " "	65 00
Revelstoke and Railway Station	do	½	"	9 " from "	341 24
Robson and Railway Station and Steamer Wharf	H. K. Livingston.	100 yds. & ¼ m.	14	7 " (to Jan. 31, '02).	58 33
Rock Creek and Westbridge	G. O. Guise	10	1	11 " (to May 31, '02).	107 25
Roger's Pass and Railway Station	C. D. Morris	400 yds.	14	12 "	55 00
Roseberry and Railway Station and Steamer Wharf	S. Rutherford	100 yds. & ½ m.	14&24	12 "	50 00
Rossland and Custom House	W. Wadds	¼	6	12 "	100 00
Rossland and Railway Station	V. C. Simmons	¼	14&21	12 "	758 64
Ruby Creek and Railway Station	H. Fooks	100 yds.	6	12 "	25 00
Ruby Creek and St. Elmo	J. C. Faucher	?	2	12 "	60 00
Ruskin and Mail Catching Post	E. M. Heaps	100 yds.	14	12 "	36 00
Salmo and Railway Station	T. J. King	500 yds.	12	2 " (to Aug. 31, '01).	8 33
do do	C. Willis	500 yds.	12	10 " from "	41 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period,	Amount.
					$ cts.
Salmon Arm and Railway Station..	E. McGuire	300 yds.	14	12 months	80 00
Sandon and Railway Station.....	E. R. Atherton.	150 yds.	12	12 "	234 75
Sapperton and Railway Station....	T. Johnson.	50 yds.	19	12 "	40 00
Savona and Railway Station	G. V. Ogle.....	30 yds.	14	12 "	90 00
Shuswap and Railway Station.....	A. M. Bryan ..	200 yds.	7	3 " (to Sept. 30, '01).	20 00
do do	S. Spence.....	200 yds.	7	9 " from " ..	60 00
Sicamous and Railway Station.....	R. Barker	400 yds.	as req.	12 " (less fine).....	235 00
Silverdale and Mail Catching Post.	A. E. Skinner...	¼	6	12 "	75 00
Silverton and wharf.....	J. A. McKinnon	¼	24	12 "	240 00
Sirdar and Railway Station.....	M. Skojeski ...	125 yds.	12	12 "	120 00
Slocan, Railway Station and Steamer Wharf.....	W. E. Worden..	300 yds. & ⅛ m.	12&13	12 "	180 00
Slocan Junction and Railway Station	M. Anderson....	50 yds.	28	12 "	40 00
South Vancouver and Vancouver ..	S. A. Daniels...	5	3	12 "	150 00
Spence's Bridge and Railway Station	A. Clemes.....	50 yds.	14	12 "	60 00
Spuzzum and Railway Station.	W. E. Potter...	100 yds.	14	12 "	25 00
Steveston and Vancouver.....	J. E. Murchison.	17	6	6 " (to Dec. 31, '01)..	211 50
do do	J. Mellis.. ..	17	.....	Special trips	9 00
Terra Nova and Vancouver.....	do	13½	6	6 mos. (from Jan. 1, '02)	180 00
Three Forks and Railway Station..	J. T. Kelly. ...	⅓	12	12 "	156 50
Thunder Hill and Windermere.....	R. A. Kingston.	25	1	3 " (from Apr. 1, '02)	52 00
Trail and Railway Station.....	F. W. Brown...	100 yds.	26	12 "	120 00
Trail and Smelter Junction...	G. N. Jordan...	2	6	1 " (to July 31, '01)..	15 00
do do	McCaslin & Carr	2	6	11 " from " ..	165 00
Tynehead and Railway Station	D. M. Robertson	3	2	12 "	87 50
Vancouver Letter Carriers' Service.	B.C. Electric Ry. Co.....	.....	as req.	12 "	200 00
Vancouver, Railway Station and Nanaimo Steamer Wharf.....	F. E. White....	⅓	6	2 " (to Aug. 31, '01)..	29 83
do do	Grass & McNeill	⅓	6	10 " from " ..	147 17
Vancouver and C. P. Railway Station	Atkins & Johnson.....	⅓	as req.	12 "	918 16
Vancouver and British Columbia Electric Railway Terminus.	do ..	⅓	as req.	12 "	21 75
Vancouver and Seattle Steamer's Wharf.....	H. J. Foote	½	6	12 "	100 50
Vancouver and Skagway Steamers.	Atkins & Johnson..... .	½	as req.	4 " (from Mar. 31, '02)	14 50
Vancouver and Trans-Pacific Mail Steamers..... ..	do ..	⅓	as req.	12 "	110 70
Vancouver, China and Japan Steamers..... ...	do ..	.....	....	Special trip.....	4 50
Vancouver Special Parcel Delivery.	do ..	.....	.....	....	4 85
Vancouver West End and Vancouver...	H. J. Foote..	1	7	12 months	35 00
Vernon and Railway Station..	R. Wilson.....	¼	12	3 " (to Sept. 30, '01).	30 00
do do	J. Harwood ...	¼	as req.	9 " from " ..	146 25
Victoria and Vancouver Steamer Wharf.....	R. Robinson....	200 yds.	as req.	6 " (to Dec. 31, '01)..	52 50
Waneta and Railway Station ...	F. Adie	500 yds.	12	12 "	156 50
Wardner and Railway Station.	F. McCabe.....	¾	6	10 " (to Apr. 30, '02).	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
West Fairview and Vancouver.....	H. J. Foote.....	1½	7	12 months.....	91 31
Whonnock and Railway Station...	L. C. Yorke.....	4	7	12 "	70 00
Wilmer and Main Post Road	R. A. Kimpton..	4	2	2 " (from May 1, '02)	25 00
Wilmer and Wharf.....	Upper Columbia Tramway and Navigation Co.	1½	. . .	16 trips.....	4 00
Yale and Railway Station.....	D. J. Creighton.	100 yds.	14	12 months	60 00
Ymir and Railway Station	J. McLeod.....	400 yds.	12	12 "	75 00
Taking charge of mails on Huntingdon Route.....	D. G. McKenzie	.....	...	6 " (to Dec. 31. '01)..	60 00
do do ..	M. W. Baker..	.....	.....	6 " from " ..	60 00
do do ..	B. Fairbank....	....	....	10 " 10 days (broken period). . ..	103 60
do do ..	M. Millard.. ..	.... ..	....	1 " 18 days (to Feb. 18, '02)	16 40
				Total.....	60,792 08

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

VICTORIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Victoria Postal Division, made within the Year ended June 30, 1902.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alberni and Beaver Creek	K. Dickson	6½	2	12 months	73 68
Alberni and Nanaimo	J. A. McCarter	58	2	2 " (to Aug. 31, 1901)	78 17
do do	W. Woodley	58	2	10 " from "	475 00
Alberni and New Alberni	do	2½	2	12 "	100 00
Alberni and Steamer Wharf	A. Ericson	3	4	12 "	42 00
Cedar and Nanaimo	H. Maguire	10	1	12 "	95 00
Chemainus and Kuper Island	G. Douckele	5	1	12 "	104 00
Chemainus and Railway Station	E. J. Palmer	¼	12	12 "	120 00
Cobble Hill and Railway Station	J. T. Porter	40 yds.	6	12 "	40 00
Comox and Cumberland	J. R. McLeod	10	1	1 " (to July 31, 1901)	9 26
Comox and Grantham	J. Blackburn	7	1	12 "	80 00
Comox and Sandwick	R. McQuillan	4	2	12 " less fine	232 00
Comox and Wharf	E. Holmes	¼	2	12 "	72 00
Cortield and Railway Station	P. Frumento	1½	6	12 "	162 00
Cowichan Lake and Duncan's Stn	F. H. Price	20	3 and ftly. w	12 "	150 00
Cowichan Station and Ry. Station	P. Frumento	75 yds.	6	12 "	40 00
Cumberland and Parksville	J. A. McCarter	50	1	1 " (to July 31, 1901)	66 25
Cumberland and Railway Station	D. Kilpatrick	1	4	12 "	150 00
Cumberland and Steamer Wharf	Wellington Colliery Co.	12	4	12 "	240 00
Denman Island and Steamer Wharf	R. Swan	½	2	9 " (to Mch. 31, 1902)	60 00
do do	T. H. Piercy	½	2	3 " from "	20 00
Departure Bay and Nanaimo	J. Harper	4	6	1 " (to July 31, 1901)	16 67
Duncan's Station and Mount Sicker	H. B. Greaves	8	6	12 "	103 04
Duncan's Station, Quamichan and Railway Station	W. P. Jaynes	1¾&200 y	6 &12	6 " (to Dec. 31, 1901)	101 00
Duncan's Station and Ry. Station	D. Ford	200 yds.	12	6 " from Jan. 1, 1902	50 00
East Sooke and Main Post Road	W. J. Burnett	10	1	12 "	125 00
East Wellington and Northfield	I. R. Clarke	2	6	12 "	100 00
Esquimalt and Victoria	J. F. Witty	4	12	12 "	425 00
Extension and Nanaimo	J. Hughes	8	6	12 "	370 00
Extension and No. 1 Extension	H. Maille	2½	2	2 " (to Dec. 31, 1901)	20 00
do do	C. S. Ryder	2½	2	5 " 15 days to June 30, '02 (broken period)	55 00
French Creek and Parksville	J. Hirst	4	4	12 "	125 00
Ganges Harbour and Mail Steamer	T. L. Scott	150 yds.	6	1 " (to July 31, 1901)	5 00
Garnham and Victoria	J. F. Chandler	5⅓	6	12 "	199 95
Goldstream and Railway Station	J. Phair	⅓	6	12 "	80 00
Gordon Head and Victoria	N. D. Shaw	6½	6	12 "	227 00
Hagan and Victoria	W. Hand	14	2	12 "	213 20
Happy Valley and Main Post Road	J. Walker	2¾	2	12 "	50 00
Hornby Island and Mail Steamer	W. Ford	300 yds.	2	12 "	26 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c. *Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Kitamaat and Lowe Inlet	G. H. Raley	45	6	12 months	60 00
Koksilah and Railway Station	J. Boal	10	6	12 "	40 00
Ladysmith and Railway Station	W. W. Southin	250 yds.	12	12 "	100 00
Millstream and Railway Station	H. M. Dumbleton	2	2	1 " (to July 31, '01)	7 00
Milne's Landing and Victoria	E. Milne	23	1	9 " (to Mch. 31, 1902)	71 25
do do	H. T. Fisher	23	1	3 " from "	18 75
Nanaimo and Comox Steamer Wharf	Thompson and Scoville	¼	2	12 "	52 00
Nanaimo and Railway Station	do	¼	12	12 "	200 00
Nanaimo and Street Letter Boxes	do	4½	7	12 "	180 00
Nanaimo and Vancouver Steamer Wharf	do	300 yds.	6	12 "	156 00
Nanoose Bay and Main Post Road	W. Roberts	2	2	12 "	75 00
Northfield and Railway Station	J. R. Clarke	1	6	12 "	190 00
North Saanich and Railway Station	T. J. Forfar	3	6	12 "	120 00
Otter Point and Shirley	E. Clark	6	1	12 "	65 00
Otter Point and Victoria	H. Clark	30	1	12 "	195 00
Port Renfrew and Mail Steamer	B. H. Kirkpatrick	300 yds. as req.	4	" (to Oct. 31, 1901)	11 20
do do	do	¾ as req.	8	" from "	26 00
Rocky Point and Victoria	J. Parker	25	2	12 "	275 00
Shawenigan Lake and Ry. Station	G. Koenig	50 yds.	6	12 "	30 00
Shopland and Somenos	J. Kier	4½	3	3 " (to Sept. 30, 1901)	33 75
do do	M. Kier	4½	3	13 days to Oct. 13, 1901	1 72
do do	G. S. Macneal	4½	3	8 months, 18 days (from Oct. 14, 1901)	96 70
Sidney and Railway Station	L. Dickinson	300 yds.	6	12 months.	50 00
Somenos and Railway Station	J. Kier	1½	6	3 " (to Sept. 30, 1901)	43 75
do do	M. Kier	1½	6	13 days (to Oct. 13, 1901)	6 11
do do	G. S. Macneal	1½	6	1 month, 18 days (to Nov. 30, 1901)	22 82
do do	I. G. Macneal	50 yds.	6	7 mos. (from Dec. 1, 1901)	29 17
South Wellington and Ry. Station	I. Harris	400 yds.	12	12 " from "	100 00
Turgoose and Railway Station	F. Turgoose	200 yds.	6	12 "	40 00
Union Bay and Railway Station and Wharf	G. Howe	¼	2	12 "	50 00
Victoria Letter Carrier Service	B.C. Electric Ry. Co.			12 "	200 00
Victoria and E. & N. Ry. Station	J. Porter	½	6	12 "	234 76
Victoria and V. & S. Ry. Station	W. G. Bowman	1¼	6	12 "	150 00
Victoria and Street Letter Boxes	do			12 "	685 00
Victoria and Wharf (Alaska S. S. Co)	A. E. Kent	¼	6	10 " 24 days (from Aug. 8, 1901)	182 70

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Victoria and Wharf (Seattle & Skagway R. P. O)	Victoria Transfer Co	1	1	12 months	40 00
Victoria and Wharf (Trans Pacific Mails)	do		as req.	12 "	111 00
Wellington and Railway Station	T. Bryant	¼	6	12 "	72 00
Westholme and Railway Station	E. Barkley	1	3	12 "	60 00
Young and Railway Station	H. R. Young	1½	2	12 "	60 00
				Total	$8,845 90

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

DETAIL of all payments for mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1902.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alnuic Harbour and Burk's Falls	Muskoka and Georgian Bay Navigation Co.	40	7	Part of seasons 1901 and 1902	760 00
Alberni and Victoria	Canadian Pacific Navigation Co.	212	Weekly in s., 3 per m. in w.	12 months	900 80
Argenta and Kaslo	Canadian Pacific Railway	20	3 to Jan. 31, '02 1 fr. Feb. 1, '02	12 "	152 40
Alert Bay and Kincome Inlet	Alert Bay Saw Mill Co.	50	1 per month.	2 " (from May 1, '02)	8 33
Arrowhead and Robson	Canadian Pacific Railway	122	7	12 " (less trips missed)	1,440 80
Bell Ewart and Roach's Point	Thomas Ellis	2	6	Part of seasons 1901 and 1902	52 00
Bobcaygeon and Lindsay and Sturgeon Falls	Trent Valley Navigation Co.	21 & 12		" "	156 00
Bruce's Landing and Okanagan Lake	Canadian Pacific Railway	2	1	12 months	10 30
Burleigh Falls and Lakefield and Young's Pt.	Scollard and Reynolds.	20	7	Part of seasons 1901 and 1902	125 00
Cape Scott and Victoria	Canadian Pacific Navigation Co	375	Monthly.	12 months	450 00
Carillion and Lachine	Ottawa River Navigation Co.	48	6	Part of seasons 1901 and 1902	345 00
Chicoutimi and Quebec	Richelieu and Ontario Navigation Co	234	7	" "	3,490 50
Collingwood and Killarney	Northern Navigation Co.	196	2	" "	100 00
Comox and Nanaimo	Esquimalt and Nanaimo Railway	60	2	12 months	1,236 00
Crofton and Sidney	Victoria and Sydney Railway	22	6	2 " (from May 1, '02)	50 00
Cutler and Manitowaning, Killarney and Cockburn Island	C. Noble	85, 112 & 78	7, 6 & 2	Part of seasons 1901 and 1902	3,400 00
Deseronto and Picton	Deseronto Navigation Co.	14	7	12 months	939 00
Esquimaux Point and Quebec	A. Fraser & Co.	400	3 per month.	Part of seasons 1901 and 1902	3,960 00
Fort Frances and Mine Centre	Rainy River Navigation Co.	43	3	" "	230 00
Fort Frances and Rat Portage	do do	160	3	" "	1,596 00
Fredericton and St. John	Star Line Steamship Co.	84	6	" "	1,573 75
French River and Midland, Parry Sound and Penetanguishene	Northern Navigation Co.	196 & 66	6 & 2	" "	737 00
Gananoque and Clayton	Thousand Islands Railway Co.	12	6	" "	200 00
Gaspé Basin and North Shore River St. Lawrence	John Howell.	356	Fortnightly	" "	1,136 43
Glen Island and Picton	L. M. Collier.	5	6	3 months	31 00

Golden and Windermere	Upper Columbia Navigation and Tram. Co.	100	1	Part of seasons 1901 and 1902	230 00
Gold Rock and Wabigoon	Henry Scoones	32	2	" "	75 00
Grand Rapids and Selkirk	Wm. Robinson	280	1	" "	55 00
Gravenhurst and Rosseau Gravenhurst and Bala Gravenhurst and Port Cockburn	Muskoka and Georgian Bay Navigation Co.	48, 25½, 50	6	" "	2,767 50
Halifax and Boston	Canada Atlantic and Plant Steamship Co.	389	1	" "	73 42
Hazelton and Port Essington	James Thomson	180	6 per annum.	" "	405 00
Honey Harbour and Midland	Charles T. Nickerson	12	3 & 6	Part of season 1901	8 00
Kaslo and Nelson	Kootenay Railway and Navigation Co.	45	6	12 months	1,311 75
do do	Canadian Pacific Railway	45	6	Special half trip	2 25
Kaslo and Proctor	do do	23	6	18 special trips	41 40
Kaslo, Proctor and Troup Junction	Kootenay Railway and Navigation Co.	23 & 40	1 & 1	Special trips, season 1902	8 60
Kingston and Cape Vincent	M. H. Folger	18	12	12 months	1,200 00
Kingston and Thousand Island Park	do	24	6	Part of season 1901	200 00
Kootenay Landing and Nelson	Canadian Pacific Railway Co.	52	6	12 months	1,526 20
Kootenay Landing and Proctor	do do	30	6	Special trips, season 1902	61 50
Kootenay River and Kokanee	Kootenay Railway and Navigation Co.	½	6	1 month (from June 1, 1902)	6 25
Lévis and Quebec	Quebec and Lévis Ferry Co.	1	As required.	12 months	1,000 00
Lourdes du Blanc Sablon and Natashquan	Joseph Hébert	271	"	Part of seasons 1901 and 1902	400 00
Michipicoten and Sault Ste. Marie	Algoma Central Railway	105	3	" "	725 00
Montreal and Quebec	Richelieu and Ontario Navigation Co	180	6	" "	1,200 00
Moodyville and Vancouver	W. L. Keene	3½	12	12 months	500 00
Naas Harbour, Vancouver and Victoria (via Bella Coola and Skidegate)	Canadian Pacific Navigation Co.	68, 60, 113	Tri-monthly & f'tly.	12 "	2,800 00
Nanaimo, Sydney and Gulf Islands	Victoria and Sydney Railway Co	60 & 62	4 & 2	12 "	4,600 00
Nanaimo and Vancouver	Esquimalt and Nanaimo Railway	40	6	12 "	2,504 00
New Westminster and Steveston	Canadian Pacific Navigation Co.	20	6	12 "	626 00
Niagara and Toronto	Niagara Navigation Co.	36	12	Part of seasons 1901 and 1902	999 00
North Sydney and Port au Basque, Newfoundland	R. G. Reid	96	3	12 months	17,130 31
Okanagan Landing and Penticton	Canadian Pacific Railway	60	6	12 "	939 00
Ottawa and L'Orignal	Ottawa River Navigation Co	59	6	Part of seasons 1901 and 1902	456 00
Ottawa and Thurso	do do	30	6	" "	172 55
Pembroke, Fort William and Rapides des Joachims	P. Duggan	50	6	" "	100 00
Port Hope and Charlotte, N.Y., U.S.A.	Lake Ontario and Bay of Quinté Steamboat Co.	60	6	" "	1,000 00
Port Neville, Thurlow and Vancouver	Union Steamship Co	152	3	10 months and 7 days (to May 7, '02)	1,003 65
Port Neville, Rock Bay and Vancouver	do do	192	3	1 month and 24 days from "	175 00
Rimouski and Mail Steamers	J. H. Dorion		As required.	Part of seasons 1901 and 1902	4,640 00

DETAIL of all payments for Mail Transportation in Dominion of Canada, made within the Year ended June 30, 1902.—*Concluded.*

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Roseberry and Slocan City	Canadian Pacific Railway	25	6	12 months	1,310 00
Seattle and Vancouver	Western Navigation Co.	140	3	Part of season 1901	69 29
Squamish and Vancouver	J. A. Cates	35	1	12 months	390 00
Vancouver and Victoria	Canadian Pacific Navigation Co.	80	7	12 " (less fine)	8,486 00
Victoria and Port Townsend	North American Mail Steamship Co.	10	6	12 "	2,900 00
Wiarton and Georgian Bay Ports	Dominion Fish Co	500	2	Part of seasons 1901 and 1902	75 00
Yarmouth and Boston	Dominion Atlantic Railway Steamship Co.	250		12 months	2,602 86
				Total	$90,798 84

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1902.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		$ cts.
Alberta Railway and Coal Company	12 months	412 30
Atlantic and Lake Superior Railway	12 do	5,125 33
Bay of Quinté Railway	12 do	7,002 90
Boston and Maine Railway	12 do	1,971 90
British Columbia Electric Railway	12 do	480 00
Brockville, Westport and Sault Ste. Marie Railway	12 do	2,253 60
Canada Atlantic Railway	12 do	15,222 88
Canada Coals and Railway Company	12 do	300 48
Canada Eastern Railway	12 do	3,981 36
Canadian Northern	12 do	11,908 93
Canadian Pacific Railway	12 do less amounts paid for special conveyance of mails owing to washouts	663,029 18
Caraquet Railway	12 do	1,967 90
Central Railway (N.B.)	12 do	1,118 44
Central Railway (N.S.)	12 do	1,841 88
Central Ontario Railway	12 do	7,220 70
Central Vermont Railway	12 do less amount paid for special conveyance of mails during washouts	6,318 70
Cumberland Railway and Coal Company	12 do	958 48
Dominion Atlantic Railway	12 do	13,346 32
Elgin and Havelock Railway	12 do	676 08
Esquimalt and Nanaimo Railway	12 do	3,825 12
Grand Trunk Railway	12 do	365,775 75
Great Northern Railway	12 do	1,699 60
Halifax and Yarmouth Railway	12 do	2,738 00
Hamilton, Grimsby and Beamsville Electric Railway	12 do	469 00
Hull Electric Railway	12 do	600 00
Intercolonial Railway	12 do	154,391 60
Inverness Railway and Coal Company	From June 2, 1902	30 50
Irondale, Bancroft and Ottawa	12 months	657 00
Kent Northern Railway	12 do	676 08
Kingston and Pembroke Railway	12 do	7,199 86
Kootenay Railway and Navigation Company	12 do	1,631 39
Lake Erie and Detroit River Railway	12 do	9,400 31
Maine Central Railway	12 do	995 34
Manitoulin and North Shore Railway	36 days (from May 26, 1902)	4 16
Metropolitan Railway	12 months	2,000 00
Michigan Central Railway	12 do	40,993 24
Moncton and Buctouche Railway	12 do	424 52
Montfort Colonization Railway	12 do	402 76
Nelson and Fort Sheppard Railway	12 do less deduction for cancelled trains on account of snow blockade	1,614 64
New Brunswick and Prince Edward Island Railway	12 do including special service during ice-boat season	1,363 58
New Brunswick and Southern Railway	3 do (from April 1, 1902)	546 05
New Westminster and Southern	12 do	300 48
Orford Mountain Railway	12 do	525 84
Ottawa and New York	12 do less amount for cancelled train on account of snow blockade	1,412 96
Ottawa Northern and Western	12 do	2,397 24
Pontiac and Pacific Junction Railway	12 do	2,422 62
Prince Edward Island Railway	12 do	15,960 80
Quebec Central Railway	12 do	12,849 92
Quebec and Lake St. John Railway	12 do	9,887 44
Quebec Railway, Light and Power Company	12 do	1,776 88
Quebec Southern Railway	12 do	1,227 80
Red Mountain Railway	12 do	287 00
St. John Bridge and Railway Extension Company	12 do	500 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1902—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

Name of Railway.	Period.		Amount.
			$ cts.
St. Lawrence and Adirondack Railway	12 months		2,153 44
St. Mary's River Railway Company	12 do	less amount deducted for cancelled trains	231 80
Salisbury and Harvey Railway	12 do		2,253 60
Shore Line Railway	9 do	(to March 31, 1902)	1,644 75
South Shore Railway	12 do		1,364 13
Sydney and Louisburg Railway	12 do		600 00
Temiscouata Railway	12 do		5,659 04
Thousand Islands Railway	12 do		730 00
Tilsonburg, Lake Erie and Pacific Railway	12 do		500 80
Toronto, Hamilton and Buffalo Railway	12 do		3,092 24
Victoria and Sidney Railway	12 do		409 48
Total			$1,410,764 12

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Year ended June 30, 1902.

To whom paid.	Particulars of Disbursements.	Amount.
Ottawa Supply Co	Mail bags, labels and repairs for the Post Office Department	12,888 35
E. G. Shepherd	Steel clamp mail locks, steel ferrules and slip fasteners supplied and mail locks repaired for the Post Office Department	4,507 75
W. Willis and Son	Mail bags, leather pouches and straps supplied and mail bags repaired for the Post Office Department	2,384 15
C. H. Hall	Mail bags repaired for the Post Office Department	1,997 00
G. Lugsdin & Co	" " "	792 29
Mrs. P. O'Donohue	" " "	788 48
M. Scarrow	" " "	658 76
Thos. Fardy	" " "	549 75
H. L. Carson	" " "	533 53
Desmarais & Choquette	" " "	530 20
C. Warner	" " "	510 78
W Christie	" " "	446 19
J. Darche & Sons	" " "	130 77
Jas Christie	" " "	80 00
Pritchard-Andrews Co	Presses, dies, lead seals, &c., for mails bags, supplied the Post Office Department	494 50
Geo. Bailey	Repairing mail locks for the Post Office Department	85 75
T. H. Winter	Cartage of mail bags	69 35
Grand Trunk Railway System	Erecting and repairing mail catching posts at Glencolin, Vanhorn, St. Columban and Holmesville	49 54
Canadian Pacific Railway Co.	Erecting, removing or repairing mail catching posts at Upper Brighton, Craigellachie, Steelton, Westfield Beach, Naughton, &c	39 34
Intercolonial Railway	Repairing mail bag catcher at Carrolls Crossing	8 10
John McKay	Lettering mail bag and parcel post hampers for the Post Office Department	8 00
H. G. Proctor	Cartage of mail bags	3 55
Wm. P. McNeil & Co	Repairing stand for mail bag catcher	3 50
Ran'd D. Fraser	Repairing mail bag for the Post Office Department	50
	Total	$27,560 13

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX C

MONEY ORDER TRANSACTIONS

APPENDIX C.

MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended June 30, 1902.

	Number of Orders.	Amount.	Total.
Total number and amount of Money Orders issued in—		$ cts.	$ cts.
Ontario	655,471	9,347,038 00	
Quebec	210,652	3,460,115 49	
Nova Scotia	170,091	2,455,329 73	
New Brunswick	72,559	1,100,059 35	
Prince Edward Island	11,724	176,286 82	
Manitoba	104,766	1,949,597 30	
North-west Territories	59,112	1,049,555 98	
Yukon	27,255	1,627,750 02	
British Columbia	134,499	2,383,669 38	
Total number and amount of Money Orders issued	1,446,129		23,549,402 07
Total number and amount of Money Orders paid in—			
Ontario	696,302	10,565,274 08	
Quebec	231,954	3,817,344 26	
Nova Scotia	108,517	1,987,410 05	
New Brunswick	63,801	1,112,160 20	
Prince Edward Island	10,238	214,818 45	
Manitoba	73,912	1,809,149 33	
North-west Territories	21,397	546,166 90	
Yukon	1,625	93,772 89	
British Columbia	57,313	1,445,227 35	
Total number and amount of Money Orders paid	1,265,059		21,591,323 51
Total amount of Money Orders issued and paid			45,140,725 58

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to June 30, 1902.

Year ended June 30.	United States.		United Kingdom.		France.		Germany.		Italy.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$
1868			389,796	87,437						
1869			367,092	94,308						
1870			415,393	110,585						
1871			474,376	121,644						
1872			577,443	142,301						
1873			665,407	156,888						
1874			661,501	171,487						
1875			572,246	174,160						
1876	212,135	156,134	491,363	194,680						
1877	276,821	207,889	409,474	188,116						
1878	328,264	246,586	383,808	189,082						
1879	335,200	308,256	361,940	176,067						
1880	420,966	494,637	397,589	181,561						
1881	610,094	807,372	430,686	175,461						
1882	781,167	1,003,079	550,150	170,304						
1883	1,023,548	1,015,358	827,200	196,467						
1884	1,190,852	959,691	862,822	257,738			16,100	5,612	11,482	592
1885	1,288,245	820,046	†769,679	299,563	*8,724	*5,107	23,039	7,137	23,273	620
1886	1,232,000	861,347	753,743	294,484	16,720	18,475	29,425	7,447	30,632	865
1887	1,262,382	1,096,363	837,146	304,115	20,409	12,717	40,318	9,700	48,000	1,331
1888	1,297,734	1,283,094	958,001	328,674	27,077	13,656	39,797	9,782	31,478	1,517
1889	1,391,743	1,261,103	1,033,331	364,657	31,719	13,833	30,929	10,518	32,044	1,654
1890	1,471,946	1,332,196	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,067
1891	1,469,819	1,465,904	975,378	381,452	38,275	22,983	31,265	10,462	48,061	939
1892	1,478,102	1,515,212	937,679	393,289	39,420	30,879	31,370	10,262	57,528	971
1893	1,461,304	1,645,140	845,930	412,588	37,736	29,266	34,491	13,295	48,761	851
1894	1,634,750	1,451,817	909,273	458,703	41,279	29,281	34,271	15,469	51,885	469
1895	1,443,419	1,352,986	818,384	487,912	39,792	27,570	29,162	15,629	26,829	1,291
1896	1,365,827	1,510,695	775,866	479,104	39,537	32,800	30,257	15,579	27,715	1,434
1897	1,354,196	1,605 989	744,886	495,585	37,860	28,654	31,212	15,433	30,715	1,533
1898	1,393,285	1,492,868	793,615	523,626	43,019	24,008	30,055	17,184	27,159	253
1899	1,376,598	1,544,321	819,647	524,665	43,768	26,801	28,650	19,632	29,807	1,323
1900	1,680,617	1,804,830	928,665	505,757	47,344	27,508	32,826	18,218	59,999	842
1901	2,118,295	1,909,168	1,023,039	519,497	51,860	32,390	38,980	16,587	106,145	818
1902	3,173,310	2,866,183	1,172,580	552,231	54,505	32,657	40,805	14,224	223,098	2,273

*Eight months' business only, from November 1, 1884.

†Including all British possessions and foreign countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is no direct exchange of Money Orders.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	Switzerland, Roumania, Bulgaria and Servia.		Belgium.		Newfoundland.		Jamaica.		Japan.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$
1868					3,321	3,142				
1869					3,246	6,514				
1870					5,246	7,328				
1871					4,321	5,049				
1872					3,656	4,928				
1873					4,799	3,807				
1874					5,753	6,014				
1875					7,197	6,930				
1876					5,305	8,499				
1877					5,699	12,280				
1878					6,245	23,076				
1879					5,061	21,509				
1880					3,570	22,452				
1881					4,883	19,901				
1882					4,309	20,644				
1883					5,415	24,448				
1884	3,804	696	*929	*1,295	5,291	29,150	777	4,039		
1885	3,643	1,069	1,146	3,343	6,652	37,863	696	6,481		
1886	3,702	1,356	2,113	4,550	6,467	40,092	718	8,557		
1887	3,069	1,661	3,726	4,686	11,997	42,114	1,527	15,509		
1888	3,920	2,007	7,305	3,812	22,177	51,482	1,035	18,462		
1889	3,255	2,460	15,876	4,937	24,055	63,814	1,101	19,847		
1890	4,247	3,523	15,764	4,743	26,942	73,555	1,712	10,450	†1,110	†384
1891	5,090	2,963	11,474	8,654	28,265	73,545	1,722	5,344	5,069	699
1892	6,088	3,075	15,303	9,260	22,247	88,124	1,827	10,781	8,707	1,103
1893	5,025	705	12,753	11,358	21,949	127,389	1,404	5,952	8,997	507
1894	5,251	2,342	18,357	13,223	19,208	220,234	1,166	6,207	19,203	1,108
1895	4,921	1,668	11,957	13,734	20,306	123,070	1,315	6,034	31,764	1,812
1896	4,089	2,691	8,966	11,387	16,795	38,770	1,511	5,674	61,704	932
1897	4,316	1,627	8,311	13,470	18,811	43,397	1,743	8,899	54,619	930
1898	4,623	1,554	15,792	10,482	27,960	43,761	1,677	17,750	75,870	1,627
1899	5,878	1,957	11,436	14,445	33,612	44,924	1,684	11,711	93,592	1,386
1900	8,491	1,848	10,855	9,832	53,646	50,512	1,466	12,665	210,872	1,554
1901	16,155	2,203	11,356	12,470	78,509	53,503	1,673	6,766	150,407	2,302
1902	16,181	1,537	15,464	12,082	91,364	51,242	2,137	3,979	304,179	1,574

*Nine months' business only, from October 1, 1883.
†Nine months' business only, from October 1, 1889.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	Australasian Colonies and New Zealand.		Hong-Kong.		Barbados.		The Leeward Islands.		Bermuda.		British Guiana.		Hawaiian Islands.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1869	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1870	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1871	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1872	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1873	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1874	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1875	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1876	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1877	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1878	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1879	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1880	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1881	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1882	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1883	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1884	3,854	4,051	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1885	5,110	4,521	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1886	9,573	8,829	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1887	6,069	7,477	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1888	7,318	13,525	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1889	9,448	14,121	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1890	9,327	14,398	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1891	9,708	11,118	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
1892	13,358	11,078	3,162	324	801	3,006	*2	*515	. .	. .	. .	. .	. .	. .
1893	13,989	12,153	3,888	731	952	3,078	398	4,672	†516	†411	†19	†1,531	. .	. .
1894	16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	1,208	105	1,840	‡129	‡233
1895	14,289	10,472	4,047	861	769	4,453	265	3,117	2,322	1,501	128	2,382	1,005	1,552
1896	. .	. .	4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1897	. .	. .	3,712	572	1,334	5,777	649	2,663	1,343	2,701	276	2,466	1,263	1,663
1898	. .	. .	3,306	598	1,752	5,433	499	1,837	1,007	3,001	182	1,900	934	2,088
1899	. .	. .	1,749	629	1,570	5,524	679	2,573	1,260	3,376	238	1,901	1,012	1,856
1900	. .	. .	1,293	1,190	1,662	8,491	2,006	1,502	585	3,347	217	2,513	1,146	2,220
1901	. .	. .	1,871	1,229	1,940	8,016	1,156	3,871	1,013	2,486	318	1,637	§	§
1902	. .	. .	1,310	1,423	2,410	9,312	1,237	2,886	1,595	2,189	177	2,138	. .	. .

*Three months' business only, from April 1, 1892. †Six months' business only, from January 1, 1893. ‡Six months' business only, from January 1, 1894. §Hawaii having been annexed to the United States, the convention was abrogated on June 14, 1900, and the issues to and from Hawaii since that date are included in the issues to and from the United States.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	FIJI.		NEW SOUTH WALES.		NEW ZEALAND.		QUEENSLAND.		VICTORIA (AUSTRALIA).		TASMANIA.		SOUTH AUSTRALIA.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868														
1869														
1870														
1871														
1872														
1873														
1874														
1875														
1876														
1877														
1878														
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1889														
1890														
1891														
1892														
1893														
1894														
1895														
1896	126		4,857	2,970	3,512	3,735	1,007	1,368	3,004	2,665	243	293	476	436
1897	31		3,956	3,862	2,728	3,425	528	2,173	2,866	3,790	342	450	687	396
1898	32	12	5,346	4,939	3,536	4,802	1,348	1,384	3,445	3,024	896	244	473	583
1899	125	36	5,501	2,434	4,061	4,380	1,197	2,295	3,199	2,769	888	371	612	2,067
1900	122	59	4,480	4,543	7,108	5,463	1,709	2,285	3,170	3,139	1,682	288	576	1,949
1901	27		10,545	5,972	8,283	6,036	2,923	2,780	4,520	3,043	2,158	244	786	1,816
1902	84	8	6,215	4,769	9,534	8,433	3,323	1,675	4,477	2,765	1,773	587	599	1,626

APPENDIX C—*Continued.*

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1902.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where payable.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In Canada.	In Other Countries.				
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	.....
1872	631	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92
1874	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21
1877	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,847 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	a73,035 92	58 85

1884	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,262,867 31	*b*87,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 92	73,592 86	*c*83,211 35	4,295 59
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14
1888	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85
1889	990	673,813	11,265,919 95	8,692,418 91	2,573,501 04	1,756,944 74	92,047 98	*	*
1890	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	96,067 40		
1891	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	100,066 80		
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,886 85	102,462 61		
1893	1,168	967.866	12,902,975 61	10,404,857 08	2,498,118 53	2,269,635 29	103,927 34		
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,224,343 66	108,024 13		
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,055,984 14	107,084 82		
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,124,553 44	106,543 67		
1897	1,349	1,162,209	12,987,230 88	10,680,835 19	2,306,395 69	2,245,467 05	105,332 57		
1898	1,739	1,161,857	14,518,480 22	12,082,658 31	2,435,821 88	2,162,971 34	109,163 94		
1899	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34		
1900	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44		
1901	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,592,845 08	122,598 49		
1902	2,066	1,446,129	23,549,402 07	18,423,034 57	5,126,367 50	3,575,803 00	133,106 38		

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b*. Including the amount of the "Void" orders of the previous years. *c*. Including payment for services partly chargeable to preceding year. * Under the system of accounts introduced July 1, 1888, these items cannot be given separately.

APPENDIX C—*Continued.*

MONEY ORDERS.

The number of money order offices in operation on June 30, 1902 was 2,066, an increase during the year of 162.

The number of offices situated in each of the several provinces of the Dominion on June 30 of the years 1897, 1898, 1899, 1900, 1901 and 1902 was as follows :—

	1897.	1898.	1899.	1900.	1901.	1902.
Ontario	654	803	816	830	843	885
Quebec	225	371	376	386	399	485
Nova Scotia	174	203	206	209	211	221
New Brunswick	110	127	129	134	137	137
Prince Edward Island	15	17	18	19	21	23
Manitoba	68	90	96	106	112	126
North-west Territories	45	49	50	59	63	70
British Columbia	58	79	88	103	115	115
Yukon	—	—	—	1	3	4
Totals	1349	1739	1779	1847	1904	2066

The total number of money orders issued during the fiscal year 1901–1902 was 1,446,129, of the value of $23,549,402.07, an increase in number of 295,105 and in amount of $5,593,144.20 compared with the year ended June 30, 1901.

The number of money orders issued in each of the provinces during the past five years is shown in the following statement :—

	1897-98	1898-99.	1899-1900.	1900-1901.	1901-1902.
Ontario	627,498	541,363	516,174	546,860	655,471
Quebec	136,090	134,050	144,372	157,766	210,652
Nova Scotia	118,444	116,122	126,839	139,573	170,091
New Brunswick	66,929	61,074	58,699	61,019	72,559
Prince Edward Island	9,903	9,220	8,808	9,179	11,724
Manitoba	70,015	63,159	65,599	64,821	104,766
North-west Territories	45,304	38,623	38,193	39,920	59,112
British Columbia	90,674	97,762	107,078	112,351	134,499
Yukon	—	—	9,160	19,535	27,255
Totals	1,164,857	1,061,373	1,074,922	1,151,024	1,446,129

The total sums received in each province for money orders issued during the same years are shown as follows (cents omitted) :—

	1897-98.	1898-99.	1899-1900.	1900-1901.	1901-1902.
Ontario	$6,897,244	$6,717,325	$7,016,205	$7,705,065	$9,347,038
Quebec	1,889,382	1,972,224	2,282,803	2,528,416	3,460,116
Nova Scotia	1,580,244	1,565,164	1,780,057	2,002,531	2,455,330
New Brunswick	883,476	840,047	872,021	926,226	1,100,059
Prince Edward Island	130,911	131,913	127,979	136,020	176,287
Manitoba	1,074,554	1,019,045	1,188,939	1,025,190	1,949,597
North-west Territories	665,864	589,135	632,291	647,192	1,049,556
British Columbia	1,396,605	1,633,144	1,864,691	1,951,289	2,383,669
Yukon	—	—	444,083	1,034,328	1,627,750
Totals	$14,518,480	$14,467,997	$16,209,069	$17,956,257	$23,549,402

APPENDIX C—*Continued.*

The gross sum received from the public for commissions on the 1,446,129 money orders issued during the past year was $133,106.38, being $10,507.89 in excess of the sum received from the same source during the previous year. The sum of $54,381.54 was allowed to postmasters of other than city offices for their share of commission, which was $13,058.85 in excess of their allowances for the year 1900–1901.

The net commission accruing to the department was $78,724.84, being $2,550.96 less than the previous year.

1,032,417 of the money orders issued during the year, amounting to $18,423,034.57, were payable within the Dominion, showing, in comparison with 1900–1901, an increase in number of 195,417 in this class of money orders, and an increase of $4,098,745.71 in amount.

The number of money orders drawn on other countries was 413,712, of the value of $5,126,367.50, showing an increase of 99,688 in number, and $1,494,398.49 in amount over the previous year.

259,205 money orders, amounting to $3,575,803, were issued abroad payable in Canada, being an increase in 1902 over 1901 of 77,763 in number, and $982,957.92 in amount.

The total money order transactions between the Dominion of Canada and other countries for 1900–1901 and 1901–1902, amounting to $6,224,814.09 in 1901, and $8,702,170.50 in 1902, are shown in detail on the following page.

APPENDIX C -*Continued.*

The interchange of Money Orders between Canada and other Countries and Colonies for the Years of 1900-1901 and 1901-1902 was as follows :—

	Issued in Canada.				Payable in Canada.			
	Number. 1901.	Number. 1902.	Amount. 1901.	Amount. 1902.	Number. 1901.	Number. 1902.	Amount. 1901.	Amount. 1902.
			$ cts.	$ cts.			$ cts.	$ cts.
United States	204,661	286,179	2,118,295 33	3,173,310 67	137,611	214,597	1,909,168 74	2,866,183 48
*United Kingdom	83,291	92,733	1,023,039 66	1,172,580 08	32,758	33,929	519,497 49	552,231 64
France	5,583	6,302	51,860 18	54,505 77	1,589	1,756	32,390 02	32,657 16
Germany	2,336	2,939	38,980 68	40,805 62	645	591	16,587 97	14,224 73
Japan	5,337	8,692	150,407 67	304,179 85	129	99	2,302 63	1,574 11
Newfoundland	5,372	6,094	78,509 19	91,364 18	5,954	5,399	53,503 70	51,242 68
Italy	3,322	6,276	106,145 38	223,098 73	38	56	818 21	2,273 82
Belgium	790	956	11,356 69	15,464 89	420	413	12,470 08	12,082 33
†Switzerland	1,437	1 568	16,155 63	16,181 82	137	101	2.203 19	1,537 18
New South Wales	380	294	10,545 64	6,215 05	266	273	5,972 65	4,769 50
Hong-Kong	100	107	1,871 62	1,310 17	70	93	1,229 08	1,423 40
Victoria (Australia)	212	208	4,520 95	4,477 18	196	181	3,043 63	2,765 36
New Zealand	306	335	8,283 33	9,534 97	332	478	6,036 55	8,433 08
Jamaica	101	135	1,673 01	2,137 04	316	221	6,766 38	3,979 98
Bermuda	101	123	1,013 08	1,595 73	195	227	2,486 98	2,189 79
Barbados	178	223	1,940 49	2,410 07	364	377	8,016 51	9,312 30
Tasmania	242	266	2,158 11	1,773 56	15	26	244 59	587 92
Leeward Islands	80	91	1,156 37	1,237 44	156	122	3,871 14	2,886 43
Queensland	118	131	2,923 47	3,323 00	87	65	2,780 91	1,675 50
South Australia	51	38	786 67	599 92	50	55	1,816 74	1,626 30
British Guiana	23	15	318 46	177 39	114	144	1,637 89	2,138 20
Fiji	3	7	27 40	84 37	...	2	...	8 11
Total	314,024	413,712	3,631,969 01	5,126,367 50	181,442	259,205	2,592,845 08	3,575,803 00

*Including all British possessions and foreign countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange of Money Orders.

†Including Roumania, Servia and Bulgaria.

APPENDIX C—*Continued.*

The money order transactions with the United States increased in a satisfactory manner as will be seen from the following table viz :—

Issued in Canada.

	No. of Orders.	Amount.
1902	286,179	$3,173,310 67
1901	204,661	2,118,295 33
Increase in 1902 over 1901	81,518	$1,055,015 34

Issued in United States.

	No. of Orders.	Amount.
1902	214,597	$2,866,183 48
1901	137,611	1,909,168 74
Increase in 1902 over 1901	76,986	957,014 74

The average value of money orders issued in Canada, including both the local and foreign classes, and the average commission received thereon are shown in the following statement embracing the past eight years :—

	Average value of Orders issued.	Average commission received.
1895	$ 12 07	9·80 cents.
1896	11 56	9·42 "
1897	11 17	9·063 "
1898	12 46	9·371 "
1899	13 63	10·095 "
1900	15 08	10·908 "
1901	15 51	10·651 "
1902	16 28	9·204 "

The annual cost of the money order system during the year ended June 30, 1902, is estimated at $138,746.79, exceeding by $5,640.41 the gross sum ($133,106.38) received for commissions on money orders issued.

The expenditure is grouped as follows :—

Salaries at head office, Ottawa	$ 34,371 14
Approximate cost of clerical force employed at Money Orders duties in city post offices	39,000 00
Commission paid postmasters at country offices	54,233 94
Printing and binding for head office	1,159 57
Stationery for head office	405 35
Financial papers and journals	17 00
Stamps, printing, forms, envelopes and money order books for outside service	9,559 79
	$ 138,746 79

APPENDIX C.

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Aberfeldy	267 89	101	2,191 71	9 94	36	490 93	26 10	0 81	5 51	.....	120 00	.....	.....
Aberfoyle	168 26	136	1,755 75	10 41	64	530 19	71 51	0 75	4 52	.....	80 00	.....	.....
Actinolite	212 02	352	2,731 49	18 94	59	1,026 97	102 25	0 34	7 05	5 06	100 00	8 00	.....
Acton	2,183 93	1,198	13,037 32	80 24	710	9,041 93	1,192 86	6 25	35 34	9 52	700 00	6 00	100 00
Addison	198 18	264	5,816 60	25 66	70	1,366 67	159 19	0 75	14 93	.....	76 00	.....	.....
Adolphustown	137 97	268	5,526 79	26 39	49	893 08	287 18	0 87	14 52	0 59	60 00	10 00	.....
Agincourt	270 47	57	901 63	4 94	17	270 81	59 74	0 44	2 33	.....	110 00	.....	.....
Ahmic Harbour	350 20	203	3,669 91	17 10	9	361 02	19 03	0 51	9 82	.....	132 00	.....	.....
Ailsa Craig	1,102 20	1,060	11,760 09	70 35	262	3,971 37	303 26	4 93	31 66	9 53	400 00	c22 00	40 00
Alexandria	2,664 48	934	15,164 04	78 61	919	22,664 66	778 20	4 08	47 31	47 92	780 00	80 00	120 00
Alfred	634 57	94	3,112 31	12 37	29	729 44	35 60	1 14	8 27	.....	260 00	6 00	.....
aAlfred Station	86 20	21	393 30	1 95	.....	.....	.....	.....	0 98	.....	28 00	.....	.....
Algoma Mills	207 95	121	2,616 30	11 88	32	554 85	48 41	0 35	6 84	5 60	100 00	.....	.....
Algonquin	169 32	129	4,056 48	16 64	30	362 48	36 28	1 58	10 23	.....	78 00	64 17	.....
Algonquin Park	225 50	184	3,285 52	16 31	5	75 00	5 84	1 06	9 15	.....	250 00	.....	20 00
Allandale	1,189 23	791	13,821 72	67 93	201	2,928 49	267 28	3 42	35 03	31 59	424 00	16 00	60 00
Allenford	388 77	325	6,989 61	33 00	76	1,159 88	131 90	2 55	17 81	.....	170 00	30 00	.....
Allensville	121 90	123	1,900 21	9 83	13	206 40	13 00	0 43	5 01	.....	52 00	.....	.....
Alliston	2,434 94	1,658	15,418 86	98 05	774	8,476 53	1,218 91	4 62	40 95	43 39	780 00	8 00	120 00
Alma	427 72	365	6,397 11	31 23	60	594 70	116 25	1 95	16 13	.....	190 00	10 00	.....
Almonte	4,527 10	1,697	19,878 15	114 60	1,028	14,661 04	1,354 25	4 38	55 49	47 64	1,408 44	36 00	.....
Alton	569 45	245	4,169 93	20 56	147	2,182 34	209 06	3 91	11 33	4 04	220 00	.....	.....
Alvinston	1,620 74	1,218	12,666 98	78 17	442	8,624 18	607 09	4 36	34 68	25 63	520 00	.....	60 00
Amherstburg	2,544 02	1,217	18,925 49	98 05	749	14,292 89	552 68	2 98	63 11	119 52	844 12	.....	.....
Ancaster	548 26	559	6,686 62	38 83	110	1,645 84	160 87	1 13	17 66	9 37	260 00	.....	.....
Angus	421 07	248	3,393 15	17 90	78	965 56	193 81	0 95	8 87	14 30	210 00	4 00	.....

Appin	375 31	213	3,491 30	17 88	85	1,425 90	126 26	2 03	9 24	1 57	180 00	12 00	.....	
Apple Hill	454 39	95	2,287 67	9 99	26	478 98	36 50	0 93	6 02	.....	160 00	.....	.....	
Apsley	280 76	461	12,280 40	53 89	61	1,876 38	90 50	2 82	32 86	4 25	136 00	6 00	.....	
Arden	454 08	181	3,136 87	16 44	93	1,437 85	68 71	3 27	7 96	9 91	180 00	1 00	.....	
Arkona	893 98	1,172	13,844 72	79 36	288	4,896 42	410 45	5 84	37 06	28 10	370 00	12 00	40 00	
Arkwright	155 43	198	3,714 15	17 78	62	1,291 72	46 72	0 93	9 81	.....	70 00	4 00	.....	
Armow	97 80	109	1,386 97	7 70	15	308 69	19 38	.....	3 57	.....	55 00	.....	.....	
Arnprior	4,999 12	2,135	26,671 49	153 10	759	13,745 61	1,079 49	8 97	71 22	37 01	1,529 67	30 00	.....	
Arthur	1,942 22	1,112	12,800 33	73 32	584	7,912 99	1,218 88	7 68	35 06	24 08	640 00	36 00	80 00	
Arva	108 14	116	1,902 57	9 72	23	406 56	51 51	0 23	4 86	.....	60 00	.....	.....	
Ashburn	206 30	170	2,682 11	13 86	16	224 15	55 65	0 79	6 97	.....	96 00	.....	.....	
Ashton	299 45	36	706 37	3 57	19	341 54	28 00	0 50	1 77	.....	120 00	24 00	.....	
Ashworth	154 73	98	1,439 35	7 06	19	254 53	7 41	0 24	3 82	3 27	60 00	.....	.....	
Athens	1,621 77	877	19,886 51	88 35	384	5,310 74	992 62	11 16	51 95	4 56	580 00	24 00	80 00	
Atwood	771 98	1,834	35,695 64	162 57	175	3,591 07	244 19	2 12	90 99	28 56	320 00	24 00	40 00	
Auburn	368 19	725	14,830 11	66 46	137	1,823 28	198 34	1 25	37 53	5 19	176 00	18 00	.....	
Aultsville	656 55	1,145	19,641 44	94 94	317	5,580 35	264 94	2 43	50 99	26 46	280 00	6 00	.....	
Aurora	2,974 57	1,263	18,787 11	98 90	1,077	19,768 68	1,578 91	8 69	51 01	27 68	890 00	90 00	140 00	
Avening	210 69	261	7,116 11	30 52	46	637 62	51 27	1 41	18 09	.....	100 00	.....	.....	
Avonmore	834 91	804	6,964 38	44 77	151	3,764 42	247 04	1 18	18 53	.....	320 00	2 00	40 00	
Aylmer (West)	4,332 69	1,105	14,482 17	80 58	910	13,819 72	1,630 30	12 71	43 91	10 64	1,230 00	64 00	180 00	
Ayr	1,530 61	535	6,689 34	37 09	431	6,635 13	511 35	3 26	18 39	3 50	540 00	14 00	80 00	
Ayton	1,045 67	614	10,443 84	50 76	286	5,586 47	359 67	2 06	28 25	140 49	360 00	‡2 34	40 00	
Baden	946 66	531	10,270 72	48 90	268	3,919 12	315 95	1 77	26 63	47 76	410 00	40 00	50 00	
Bailieboro	226 72	298	5,292 89	25 74	68	908 50	31 16	1 11	13 60	.....	115 00	.....	.....	
Bainsville	318 26	226	6,326 05	26 49	41	1,031 43	120 76	2 37	15 98	.....	120 00	2 00	.....	
Bala	498 91	138	2,415 86	12 38	175	2,663 94	275 66	1 40	9 06	.....	182 00	16 00	.....	
Baltimore	196 61	218	3,621 49	18 88	79	745 29	70 49	0 96	9 82	.....	100 00	.....	.....	
Bancroft	1,188 11	856	12,367 24	66 64	171	2,395 00	361 30	3 26	31 44	16 26	380 00	12 00	40 00	
Bank St. (Ottawa)	§	2,251	26,310 68	172 41	92	1,233 22	1,648 78	15 04	65 77	29 42	100 00	.....	.....	
*Bank St., South (Ottawa)	§	149	1,273 76	9 00	7	28 50	54 55	0 76	3 00	.....	60 00	.....	.....	
Barrie	9,669 34	2,011	24,699 56	146 60	2,789	49,251 83	4,984 28	15 90	79 07	71 05	‖2,671 78	60 00	.....	
Barry's Bay	395 30	30	587 25	2 84	49	698 29	52 40	0 84	1 57	.....	160 00	.....	.....	
†Bartonville	173 29	12	55 92	0 50	.....	3 25	3 00	.....	0 14	.....	110 00	.....	.....	
Bath	516 66	716	13,391 79	64 27	224	3,941 81	286 68	2 39	39 19	15 84	220 00	60 00	.....	
Bathurst Street (Toronto)	*d*	2,902	26,707 29	223 02	600	7,477 73	1,442 21	7 85	69 61	86 57	350 00	.....	.....	
Bayfield	515 69	792	10,952 21	57 33	209	3,673 72	121 45	0 27	31 10	36 94	252 00	.....	.....	
Baysville	349 28	547	8,084 36	42 00	55	1,125 16	95 07	2 34	20 35	3 91	130 00	12 00	.....	
Beachburg	488 14	323	4,510 97	24 27	94	1,384 64	64 40	0 64	11 39	3 41	286 00	.....	.....	
Beachville	369 62	380	5,734 90	30 36	110	1,606 82	68 75	0 69	15 09	2 28	160 00	.....	.....	
Beamsville	1,445 44	1,382	16,274 41	96 35	447	4,585 97	1,103 50	4 90	43 56	33 18	500 00	36 00	60 00	
Beanmaris	525 33	154	2,504 85	13 57	29	761 90	45 40	1 09	7 66	.....	160 00	.....	.....	
Beaverton	1,681 82	2,259	28,461 00	163 70	330	6,849 07	569 61	4 97	73 19	24 66	550 00	.....	80 00	
Becher	167 45	176	4,036 78	18 83	35	759 07	8 63	0 52	10 65	.....	75 00	0 50	.....	
Beeton	2,148 72	512	6,127 08	33 21	282	3,397 61	589 17	5 42	15 84	.....	620 00	.....	80 00	
Belfountain	271 61	164	1,989 35	11 30	48	748 94	137 42	1 07	5 57	14 06	112 00	.....	.....	
Belgrave	556 82	271	4,433 71	22 83	58	1,112 15	89 56	2 52	11 32	.....	280 00	8 00	.....	
Belhaven	215 66	316	8,295 99	34 20	48	521 03	30 50	.....	21 04	1 77	100 00	.....	.....	

a Accounting from 1-4-'02. *b* Including $2.17 arrears. *c* Including $6.00 arrears. *d* Included with revenue of Toronto. *Accounting from 1-11-'01.
†Accounting from 1-5-'02. §Included with revenue of Ottawa. ‡Including 34c. arrears. ‖ Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Belle River	414 89	706	17,741 78	78 02	73	1,060 39	65 87	0 55	45 09	83 57	200 00	2 00	.....
Belleville	15,156 98	3,275	41,958 14	245 53	4,601	70,204 01	7,203 66	.....	.....	.....	4,100 00	.....	.....
Belleville Station	559 08	237	1,932 61	14 12	28	289 01	65 42	0 40	5 10	2 27	280 00	.....	.....
Bell's Corners	104 02	91	3,160 40	12 57	10	99 38	.....	0 35	7 89	.....	50 00	.....	.....
Belmont	528 17	511	7,987 37	41 58	86	1,250 43	155 88	2 06	20 28	.....	230 00	.....	.....
Belwood	460 95	506	9,881 30	47 00	108	1,344 91	157 33	1 06	25 64	8 68	231 00	10 00	.....
Benmiller	108 71	251	4,188 14	22 12	35	241 60	35 71	0 62	10 63	.....	60 00	.....	.....
Berkeley	259 46	7	183 32	0 89	43	949 54	17 30	1 76	1 41	.....	120 00	4 00	.....
Berlin	14,516 93	3,052	23,535 18	168 97	3,987	50,052 64	5,044 88	.....	.....	.....	*3,759 62	.....	.....
Bervie	238 89	280	5,980 62	27 63	59	1,076 87	56 45	1 61	15 36	.....	115 00	.....	.....
Berwick	260 80	182	2,799 85	14 67	29	469 56	38 06	0 87	7 08	.....	140 00	3 00	.....
Bethany	414 10	192	3,291 14	16 22	39	840 63	108 15	0 58	8 30	2 95	180 00	.....	.....
Billing's Bridge	371 80	5	103 42	0 57	1	5 75	12 06	.....	0 26	.....	130 00	.....	.....
Biscotasing	332 73	41	881 18	4 08	7	103 00	38 55	0 55	2 41	.....	170 00	.....	.....
Bishop's Mills	225 68	183	4,611 34	19 90	68	1,313 14	28 30	1 71	12 91	21 93	112 00	.....	.....
Blackstock	385 51	297	5,401 93	25 56	55	651 16	72 05	0 47	13 59	.....	160 00	4 00	.....
Blair	237 89	40	632 73	3 59	12	200 45	14 40	0 32	2 05	.....	143 00	.....	.....
Bleecker Street (Toronto)	†	1,125	8,390 85	77 56	203	2,662 00	851 50	1 86	22 64	42 18	154 30	.....	.....
Blenheim	2,310 28	1,432	14,424 10	90 26	573	8,259 01	754 40	3 13	41 22	5 41	750 00	80 00	120 00
Blind River	1,538 36	1,421	22,682 97	115 68	102	1,625 98	317 65	3 47	56 86	19 20	100 00	.....	40 00
Bloomfield	588 69	548	6,600 52	37 19	158	1,310 15	168 23	2 21	17 78	0 14	240 00	10 00	.....
Bloor Street (Toronto)	†	1,271	10,232 85	88 10	285	4,460 50	745 55	4 11	27 16	43 01	187 50	.....	.....
Bluevale	318 87	340	6,214 38	29 03	81	1,369 22	89 55	1 40	15 85	.....	165 00	.....	.....
Blyth	1,452 27	423	6,884 67	34 48	390	5,783 85	417 58	6 80	18 74	12 61	500 00	12 00	60 00
Blytheswood	168 95	691	6,043 66	41 78	32	598 28	39 01	.....	15 80	.....	104 00	4 00	.....
Bobcaygeon	1,460 32	1,588	33,236 18	153 77	306	6,338 55	455 54	3 94	88 58	73 94	500 00	4 00	60 00
Bolton	1,225 35	402	10,373 35	44 63	303	5,243 69	516 91	4 66	27 13	125 67	450 00	20 00	60 00
Bondhead	323 20	275	6,830 45	30 33	95	1,487 92	168 07	2 94	17 12	9 56	150 00	.....	.....
Bonfield	459 88	302	5,503 24	28 22	53	1,075 99	102 19	3 99	13 80	.....	230 00	.....	.....
Bornholm	172 55	153	2,564 50	13 58	8	337 60	30 84	1 17	6 41	.....	90 00	9 00	.....
Bothwell	1,637 34	1,440	16,547 70	97 35	351	5,245 20	496 06	3 71	45 42	35 12	620 00	100 00	100 00
Bowmanville	4,500 57	845	9,068 26	57 17	1,139	14,749 20	1,768 84	12 62	31 61	23 02	1,360 00	84 00	180 00
Bracebridge	4,406 67	2,430	33,425 87	190 08	908	14,219 50	1,966 59	19 90	89 30	47 11	1,100 00	80 00	160 00

Bradford	1,810	86	459	8,066	93	41	97	415	7,770	51	850	20	7	89	22	74	9	37	600	00			80	00
Braeside	907	22	157	1,906	05	11	39	33	376	04	43	11	1	13	5	07			320	00				
Brampton	5,476	64	589	12,759	71	61	86	1,606	23,409	52	3,163	57	12	16	37	85	21	08	*1,607	60	20	00		
Brantford	32,394	07	3,837	38,419	65	272	87	11,127	224,463	25	10,927	02							*5,729	28				
Brechin	538	50	601	12,934	40	58	61	101	2,548	54	109	39	2	38	32	85	12	48	220	00	16	00		
Breslau	291	25	77	775	01	4	62	11	161	00	62	07	0	73	2	04			105	00	15	00		
Bridgeburg	5,579	09	452	5,111	57	31	26	189	1,556	98	275	33	3	89	14	01	64	23	800	00	20	00	120	00
Brigden	1,047	45	847	13,002	78	68	96	368	7,108	38	334	73	4	67	35	05	6	82	420	00	20	00	40	00
Bright	636	78	396	4,805	07	27	39	137	2,150	71	200	06	2	30	12	29	27	29	284	00	100	00		
Brighton	2,053	22	1,735	13,229	84	92	25	682	9,579	18	866	33	4	81	38	50	10	21	640	00	120	00	100	00
Broadview Ave. (Toronto)	†		510	5,668	35	50	97	167	1,866	94	418	83	2	18	14	26	8	50	130	00				
Brockton	†		810	7,578	58	54	75	199	2,378	44	493	39	1	96	19	37	16	29	200	00				
Brockville	22,739	57	2,703	26,545	23	181	46	4,716	87,644	06	6,441	73							4,186	66				
Bronte	412	07	210	2,924	06	16	72	71	1,259	30	72	50	0	46	7	46	4	67	140	00				
Brooklin	871	70	862	14,608	18	72	64	205	3,120	47	341	25	2	02	39	15	8	10	340	00			40	00
Brooksdale	67	85	54	962	62	4	79	22	803	16	17	10	0	46	2	95			40	00				
Brougham	478	77	300	5,413	03	25	33	57	1,000	85	89	46	1	01	13	83	4	30	180	00	24	00		
Brown's Nurseries	2,721	73	1,313	7,689	69	62	81	486	13,356	88	339	69	0	47	19	23			660	00			100	00
Brownsville	348	67	211	3,679	05	18	80	44	1,182	61	262	69	2	67	9	34			150	00				
Brucefield	400	59	323	4,114	17	22	22	95	1,559	28	94	53	0	73	10	37			180	00				
Bruce Mines	1,353	81	1,070	16,505	17	87	45	153	3,639	82	165	28	4	28	12	96			400	00	36	00	40	00
Brulé Lake Station	196	60	330	3,763	99	22	24	14	78	20	7	00			9	43			70	00				
Brussels	2,283	73	1,303	17,932	70	97	12	552	11,409	87	842	01	4	21	49	63	11	83	700	00	70	00	160	00
Burford	770	24	614	11,684	46	56	21	302	3,914	08	463	97	4	17	31	98	8	55	320	00	18	00	40	00
Burgessville	344	32	307	5,527	28	26	75	86	692	66	182	47	1	57	14	51			192	00	12	00		
Burk's Falls	1,683	32	966	11,766	98	70	81	457	6,907	39	846	06	9	28	31	27	32	23	560	00	60	00	80	00
Burlington	1,558	02	643	6,399	28	41	50	429	5,107	24	656	48	2	46	19	32	4	17	500	00	12	00	60	00
Burritt's Rapids	284	01	128	2,068	39	10	34	69	928	12	63	81	1	49	5	83			168	00	2	00		
Byng Inlet	566	74	666	17,386	97	75	26	60	1,325	30	106	63	3	57	44	47	18	02	250	00				
Cache Bay	655	19	150	2,360	89	12	36	42	1,081	61	29	50	1	92	6	28	5	97	213	50	2	00		
Cairo	166	86	208	2,911	11	14	64	34	595	53	59	25			7	57			80	00				
Caistorville	98	80	184	3,135	68	14	85	15	188	99	14	15	0	11	7	92			50	00				
Calabogie	475	46	126	2,489	93	12	06	58	1,399	95	54	89	2	42	6	52			200	00	2	00		
Caledon	415	45	527	8,117	42	40	74	146	1,370	60	181	65	1	58	20	70			132	00	6	00		
Caledon East	483	48	218	5,434	70	23	54	110	1,283	00	217	92	2	67	13	62			200	00				
Caledonia	1,423	53	907	13,829	03	71	91	339	5,732	06	695	74	3	92	36	98	65	07	500	00	20	00	60	00
Caledonia Springs	481	89	35	489	85	3	03	12	343	40	54	55	0	33	1	26			230	00	1	67		
Callender	463	38	335	2,885	19	19	83	55	728	10	145	03	2	50	7	78	6	45	220	00	20	00		
Cambray	240	96	491	10,206	92	47	26	45	739	13	58	95	0	85	25	82	2	36	120	00				
Camden East	372	53	479	7,062	52	37	64	91	1,254	16	306	84	1	85	18	11			156	00	16	00		
Camlachie	347	35	217	4,049	70	20	18	90	857	17	93	40	2	08	10	34			170	00	5	00		
Campbellford	3,244	28	2,419	29,870	61	168	43	730	10,912	90	1,159	48	6	56	78	80	28	46	900	00	6	00	140	00
Campbellville	261	03	276	5,372	48	26	03	48	739	80	91	00	2	14	13	95	2	42	130	00				
Canfield	158	01	365	6,283	83	31	77	56	788	18	71	49	2	08	15	89	12	18	230	00	50	00		
Cannington	1,792	37	889	12,991	74	69	95	528	8,989	54	1,328	09	9	80	34	15	2	97	590	00	60	00	80	00
Cardinal	2,114	29	1,969	14,028	93	214	76	319	5,518	19	327	11	6	83	113	10	60	11	800	00	24	00	120	00
Cargill	514	02	392	4,632	08	27	49	105	2,831	22	157	85	1	68	12	06	15	78	180	00				
Carleton Place	4,997	24	2,295	28,165	71	165	27	1,091	19,548	11	1,748	54	10	62	80	01	67	11	*1,535	29	24	00		
Carlingford	91	31	72	1,620	36	7	46	5	67	00	1	00	0	26	4	08			56	00				

*Including commission on box rents. †Included with revenue of Toronto. ‖Closed 1-9-'01.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carlsruhe	131 04	211	4,850 08	20 24	20	238 81	67 14	0 36	12 19	.....	51 00	.....	.....
Carlton Street (Toronto)	*	3,209	31,080 98	236 39	437	7,411 65	4,226 00	11 26	78 73	55 76	300 00	.....	.....
Carlton West	499 20	150	1,056 15	8 45	49	504 95	35 40	0 32	2 95	.....	200 00	.....	.....
Carp	690 87	566	8,911 48	44 17	133	3,029 85	195 33	2 14	22 55	.....	280 00	12 00	.....
Cartier	350 90	128	1,405 54	8 84	17	228 08	43 70	0 10	3 50	.....	130 00	.....	.....
Casselman	616 04	724	15,251 25	71 57	149	4,114 08	57 39	0 48	39 10	2 44	260 00	20 00	.....
Castleton	650 67	657	11,161 67	53 79	145	1,534 20	126 17	2 81	29 10	.....	240 00	8 00	.....
Cayuga	1,521 32	908	14,633 04	76 25	465	9,411 51	753 23	10 24	39 61	19 38	†563 95	18 00	.....
Cedar Dale	375 12	194	2,614 51	13 60	33	356 24	45 47	2 78	7 02	.....	150 00	.....	.....
Centralia	344 20	78	1,132 35	5 85	27	380 43	21 84	0 45	2 89	.....	120 00	6 00	.....
Centreville	173 07	122	2,571 55	11 66	33	428 15	55 62	1 12	6 81	.....	90 00	.....	.....
Ceylon	446 43	161	3,441 18	15 56	33	410 64	94 92	1 60	8 71	.....	160 00	16 00	.....
Chalk River	258 92	213	3,850 07	18 40	37	513 59	61 55	1 93	10 00	.....	110 00	.....	.....
Chapleau	1,467 94	1,139	20,478 95	101 22	123	2,149 64	115 55	1 70	51 80	48 50	469 36	.....	60 00
Charing Cross	197 21	131	946 01	7 10	43	866 51	32 73	0 27	3 01	.....	80 00	6 00	.....
Chatham	18,525 70	3,015	33,987 26	221 08	6,793	96,645 29	8,438 02	23 45	122 52	70 67	†1,242 49	240 00	.....
Chatsworth	728 49	756	9,247 18	53 38	255	5,639 29	388 40	3 07	26 08	15 25	320 00	100 00	.....
Cheapside	254 98	25	561 08	2 55	46	1,042 59	72 55	0 74	1 47	.....	140 00	.....	.....
Chelmsford	698 76	1,037	19,599 57	94 36	68	2,019 94	31 20	0 37	49 06	.....	306 00	.....	.....
Cheltenham	222 68	83	1,455 58	7 35	23	536 80	86 95	2 43	3 71	.....	90 00	.....	.....
Chesley	3,010 68	1,438	13,152 06	85 74	825	15,520 24	956 59	5 13	36 86	3 29	850 00	14 00	120 00
Chesterville	1,709 93	1,012	13,660 05	76 38	324	7,146 59	350 07	7 35	38 84	58 74	530 00	40 00	80 00
Chippawa	371 19	164	1,611 84	10 17	93	1,246 41	120 03	1 34	5 62	23 65	170 00	.....	.....
Clandeboye	219 19	179	3,557 24	17 00	53	468 96	110 96	0 97	9 07	.....	120 00	20 00	.....
Claremont	456 42	461	9,930 67	15 16	155	2,586 67	163 73	2 75	25 46	10 63	240 00	.....	.....
Clarence	320 08	135	2,656 94	12 83	46	1,327 00	31 72	0 32	8 00	23 74	150 00	.....	.....
Clarence Creek	515 37	140	3,724 78	15 67	62	1,652 82	66 09	1 35	9 98	37 36	210 00	6 00	.....
Clarke	255 20	341	2,936 89	20 75	53	921 64	157 68	0 13	8 03	.....	110 00	20 00	.....
Clarksburg	767 87	590	9,963 00	50 02	272	5,375 46	404 94	5 25	27 93	64 11	330 00	70 00	40 00
Clayton	203 17	248	5,510 42	25 94	32	428 22	41 09	1 00	14 01	2 08	80 00	12 00	.....
Clearville	71 64	114	1,960 96	9 18	19	375 47	7 52	.....	4 93	.....	60 00	.....	.....
Clifford	792 18	486	5,473 13	31 90	242	4,691 62	301 26	1 80	15 48	18 99	360 00	20 00	40 00
Clinton	4,385 31	1,159	16,559 61	89 34	1,116	21,347 79	1,374 55	5 56	47 08	108 19	1,280 00	100 00	200 00

Clinton Street (Toronto)	*	832	8,588 93	62 07	139	3,320 88	487 73	2 14	22 52	15 06	137 50	.....	.....	.....	
Cloyne	265 47	383	5,005 91	27 23	64	1,764 28	31 77	0 78	13 04	5 30	90 00	24 00	.....	.....	
Coatsworth Station	191 49	174	3,221 88	15 84	29	353 29	33 98	1 17	8 24	.....	120 00	.....	.....	.....	
Cobden	1,591 35	436	6,473 51	34 73	219	4,240 75	393 64	4 44	16 68	17 58	480 00	20 00	60 00	.....	
Coboconk	584 25	118	1,496 19	8 03	81	1,119 47	158 62	1 21	3 89	.....	280 00	24 00	.....	.....	
Cobourg	7,175 71	1,897	21,049 17	133 69	1,224	17,039 58	2,117 54	7 47	66 23	20 86	‡2,111 84	156 00	.....	.....	
Coe Hill Mines	453 77	239	2,887 49	17 50	52	870 57	28 96	1 60	7 55	.....	180 00	20 00	.....	.....	
Colborne	4,251 49	1,761	20,211 84	115 81	1,603	33,522 63	1,905 88	7 58	56 24	5 87	1,080 00	141 00	160 00	.....	
Coldwater	1,409 21	984	14,841 49	79 70	338	5,117 25	632 06	6 11	38 16	38 03	450 00	36 00	60 00	.....	
Coleman	660 20	166	2,193 27	14 08	63	1,010 09	148 29	0 15	5 84	10 26	200 00	.....	.....	.....	
Collingwood	8,483 73	2,431	29,415 69	179 14	1,922	36,359 08	2,627 83	12 15	90 61	69 60	2,000 00	15 00	300 00	.....	
Collin's Bay	270 55	48	458 57	2 68	49	1,286 34	25 13	0 15	1 61	.....	132 00	.....	.....	.....	
Colpoy's Bay	174 86	198	1,654 30	10 96	24	326 69	17 41	0 10	4 32	.....	88 00	8 00	.....	.....	
Columbus	250 53	237	3,951 83	20 00	231	2,089 20	245 39	1 12	10 12	.....	144 00	.....	.....	.....	
Comber	976 86	1,255	18,029 70	96 54	183	3,414 64	274 15	3 02	46 67	9 11	380 00	2 25	40 00	.....	
Combermere	145 91	186	3,726 04	16 72	28	510 31	27 10	1 72	9 33	.....	170 00	4 00	.....	.....	
Conestogo	173 80	324	3,519 75	21 37	53	1,329 62	38 17	1 41	9 24	.....	90 00	.....	.....	.....	
Consecon	449 02	591	8,875 18	47 21	93	1,207 79	204 30	2 47	22 76	5 49	210 00	8 00	.....	.....	
Cookstown	1,040 25	198	5,617 35	24 64	215	2,717 28	247 27	5 96	14 14	38 62	400 00	.....	40 00	.....	
Cooksville	683 03	142	3,627 84	16 25	60	842 38	158 23	1 34	9 49	.....	208 00	.....	.....	.....	
Copetown	369 69	57	396 77	2 81	7	78 46	69 99	0 44	1 06	.....	170 00	.....	.....	.....	
Copper Cliff	3,025 18	3,772	77,448 58	493 88	286	5,107 10	197 65	3 16	197 44	28 05	580 00	.....	40 00	.....	
Cordova Mines	323 84	399	8,434 41	39 50	16	407 41	26 06	0 69	21 08	.....	70 00	.....	.....	.....	
Corinth	249 81	242	3,049 69	16 65	35	441 30	59 52	1 64	7 76	.....	120 00	.....	.....	.....	
Cornwall	9,165 86	2,863	29,742 38	191 13	2,124	36,339 41	3,233 89	9 35	94 37	69 65	†2,639 12	100 00	.....	.....	
Corunna	387 45	290	3,317 81	19 29	114	2,285 39	73 25	0 74	12 65	.....	190 00	.....	.....	.....	
Cottam	224 86	575	11,581 76	54 18	51	564 93	86 76	1 90	28 98	.....	104 00	.....	.....	.....	
Courtland	489 69	221	3,523 70	17 75	50	994 09	129 72	1 32	9 81	.....	190 00	4 00	.....	.....	
Courtright	544 00	742	10,253 75	55 46	163	2,904 60	135 21	2 91	27 54	7 46	260 00	24 00	.....	.....	
Craighurst	168 45	67	1,351 13	6 95	21	312 66	69 10	0 52	3 52	.....	68 00	.....	.....	.....	
Cranbrook	193 92	269	7,525 87	30 64	32	501 55	43 72	1 27	18 82	.....	100 00	.....	.....	.....	
Creditor	648 02	431	10,730 28	46 81	120	1,947 26	173 58	1 37	27 43	50 46	270 00	.....	.....	.....	
Creemore	1,354 92	1,170	23,181 82	109 66	641	10,051 41	800 61	5 34	61 55	64 25	480 00	24 00	60 00	.....	
Crysler	465 32	702	25,522 90	100 26	112	2,450 05	116 19	2 55	65 19	.....	190 00	2 00	.....	.....	
Cumberland	396 71	360	5,936 45	29 48	72	1,074 98	90 20	0 73	15 37	16 90	200 00	.....	.....	.....	
Cummings Bridge	683 04	95	1,183 64	7 17	23	252 67	52 65	.....	3 19	.....	80 00	.....	.....	.....	
Cutler	412 02	178	2,766 83	14 05	20	311 72	30 37	0 63	7 09	.....	150 00	.....	.....	.....	
Darling Road	215 31	61	629 09	3 50	7	282 13	6 00	.....	2 12	.....	70 00	.....	.....	.....	
Dashwood	341 08	162	2,209 36	11 52	96	1,738 85	73 97	1 41	6 37	.....	180 00	6 00	.....	.....	
Davenport	547 41	89	678 34	5 39	25	231 13	81 95	0 33	1 79	.....	210 00	6 00	.....	.....	
Deer Park	970 83	302	3,333 22	22 87	226	2,783 63	310 33	0 67	10 27	9 66	320 00	.....	40 00	.....	
Delaware	464 45	545	10,256 35	49 32	127	2,258 94	63 10	1 06	26 99	10 38	200 00	.....	.....	.....	
Delhi	1,586 05	758	9,180 43	53 05	353	5,448 52	655 20	6 06	25 54	6 47	500 00	5 00	60 00	.....	
Delta	616 64	538	8,148 99	42 93	179	3,170 63	312 95	1 61	20 90	11 03	260 00	.....	.....	.....	
Denbigh	253 43	149	3,750 68	17 20	27	465 50	17 92	0 87	9 42	.....	90 00	2 83	.....	.....	
Depot Harbour	742 47	1,132	19,942 32	96 58	69	920 90	109 75	2 51	49 95	18 15	300 00	.....	.....	.....	
Desbarats	374 86	193	2,058 41	13 41	21	222 32	33 17	0 15	5 29	.....	128 00	.....	.....	.....	
Desboro'	365 12	408	8,751 11	39 57	59	1,219 06	62 39	1 89	22 65	.....	180 00	.....	.....	.....	
Deseronto	5,505 76	2,069	22,951 52	139 26	748	9,826 32	1,524 13	10 87	63 06	25 02	1,500 00	.....	220 00	.....	

* Included with revenue of Toronto. † Including commission on box rents. ‡ Including commission on box rents and $264 arrears of salary.

APPENDIX C —*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario —*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
Deux Rivières	193 77	106	1,014 95	6 62	20	374 85	18 80	0 59	2 70	.....	92 00	24 00	.....
Dickinson's Landing	218 92	170	4,646 31	20 57	86	725 43	221 85	1 47	12 48	.....	120 00	.....	.....
Dobbington	281 73	24	710 01	3 04	22	373 51	74 20	0 96	1 78	.....	140 00	10 00	.....
Doncaster	876 64	25	345 39	2 24	15	195 31	20 75	0 15	0 97	.....	180 00	.....	.....
Doon	586 93	6	138 45	1 15	102	1,157 73	138 31	0 23	0 80	.....	240 00	.....	.....
Dorchester Station	542 87	413	6,671 37	34 33	139	1,718 30	169 35	1 03	17 04	1 23	260 00	.....	.....
Dorset	429 66	314	3,612 21	20 82	107	1,914 54	58 01	1 57	10 55	.....	150 00	.....	.....
Douglas	587 37	407	8,293 46	38 09	88	1,787 45	58 28	1 65	21 18	.....	280 00	6 00	.....
Drayton	1,479 60	606	9,613 39	49 72	432	5,982 68	674 14	5 97	25 06	10 01	500 00	13 50	60 00
Dresden	2,247 17	1,151	17,228 69	89 59	564	10,001 34	718 09	7 43	48 60	27 72	650 00	50 00	100 00
Dromore	220 33	198	4,353 78	19 38	55	986 48	104 75	1 69	11 70	.....	100 00	2 00	.....
Drumbo	788 00	538	5,043 43	32 22	187	2,081 87	368 27	2 49	13 44	9 00	348 00	25 00	10 00
Duart	285 37	298	8,146 26	36 25	53	788 88	43 59	2 65	21 08	.....	124 00	.....	.....
Dublin	474 28	246	4,954 10	22 51	91	1,261 65	51 66	0 40	13 38	.....	230 00	80 00	.....
Dunbarton	217 29	222	3,116 55	17 82	71	1,375 88	57 56	0 23	8 85	2 03	80 00	.....	.....
Dunchurch	341 64	373	5,939 96	29 48	54	979 92	131 85	1 28	14 93	.....	190 00	10 00	.....
Dundalk	1,617 41	636	11,382 29	56 97	358	6,166 48	725 04	10 09	33 35	5 55	520 00	14 00	60 00
Dundas	4,502 53	1,008	10,017 97	68 08	881	11,408 99	1,069 22	5 31	31 45	37 32	†1,331 46	84 00	.....
Dundas Street (Toronto)	*	2,726	25,987 95	182 96	544	7,112 87	1,586 85	3 32	67 17	13 73	187 50	.....	.....
Dunganmon	708 53	572	15,460 37	65 06	182	3,012 64	236 01	3 28	40 40	14 41	270 00	.....	.....
Dunnville	3,628 28	2,110	23,813 93	144 28	799	10,914 59	1,169 39	8 00	67 74	15 60	960 00	90 00	140 00
Duntroon	279 62	462	8,264 20	38 85	48	808 77	97 43	0 48	20 99	.....	145 00	.....	.....
Dunvegan	257 13	467	10,170 31	46 22	32	707 02	77 55	0 64	26 24	.....	108 00	.....	.....
Durham	2,438 36	1,751	21,254 91	119 32	670	10,963 59	1,396 10	8 37	60 04	26 20	640 00	80 00	100 00
Dutton	1,867 77	1,802	22,421 18	126 87	498	6,924 67	660 51	3 52	58 70	29 55	540 00	16 00	80 00
Eagle	291 50	177	2,935 84	14 60	47	602 03	72 47	0 55	7 63	.....	136 00	.....	.....
Ealing	§	244	1,794 53	13 76	36	607 91	60 00	0 74	5 52	.....	120 00	2 00	.....
Eastman's Springs	287 85	7	139 36	0 74	9	276 10	16 95	.....	0 75	.....	150 00	4 00	.....
Easton's Corners	258 91	337	5,532 03	26 88	74	1,216 08	88 60	0 62	13 94	.....	140 00	.....	.....
East Toronto	659 19	276	2,700 50	18 28	162	1,576 33	173 19	0 47	7 53	.....	210 00	.....	.....
Eganville	1,848 22	861	11,493 65	72 88	456	7,231 39	584 88	5 17	39 65	51 76	600 00	26 00	100 00
Elgin	728 13	201	7,413 23	29 37	85	1,995 95	262 99	6 21	18 76	.....	280 00	4 00	.....
Elmira	1,405 95	853	14,498 83	71 84	342	8,887 73	355 57	1 20	37 63	11 88	480 00	10 00	60 00

Elm Street (Toronto)	‡	2,679	26,454 79	206 47	439	7,954 21	2,089 92	5 68	67 90	109 09	350 00				
Elmvale	1,462 02	485	8,591 13	43 97	417	8,677 28	537 60	4 98	22 84	18 53	460 00	20 00	60 00		
Elmwood	458 46	477	8,343 90	41 27	79	1,097 68	115 29	3 56	21 32	5 50	216 00	21 00			
Elora	2,397 06	1,367	19,244 25	100 11	686	11,325 04	875 44	6 13	52 62	81 17	720 00	30 00	100 00		
Embro	992 12	815	12,405 95	66 62	338	4,447 42	590 03	3 67	32 61	5 17	360 00	50 00	40 00		
Embrun	452 48	297	12,751 13	46 78	70	1,534 75	19 25	1 20	34 03		170 00	12 00			
Emsdale	145 93	208	2,583 26	15 23	127	2,056 78	143 28	1 32	6 83	7 27	240 00		20 00		
Enterprise	496 66	472	7,389 52	37 15	52	1,175 28	89 64	1 51	20 34	40 92	210 00	12 00			
Erin	977 05	439	7,557 39	37 32	374	4,871 31	584 79	4 45	21 33	60 81	380 00	12 00	40 00		
Erindale	185 21	90	2,068 16	9 32	38	604 25	97 37	0 90	5 41		96 00				
Essex	2,223 80	2,635	29,956 46	173 29	678	8,350 85	817 90	4 76	78 00	34 21	750 00	60 00	120 00		
Ethel	448 27	442	12,888 64	53 68	95	2,223 22	170 17	2 89	32 46		190 00				
Engenia	285 04	174	2,895 24	14 78	30	847 05	63 26	1 10	7 74		120 00				
Everett	403 46	359	6,069 96	30 41	46	529 88	101 98	1 27	15 37		172 00				
Everton	159 56	69	2,142 48	8 86	23	302 94	80 07	0 92	5 45		76 00				
Exeter	2,397 52	1,356	18,234 26	102 26	671	14,438 54	708 75	5 37	48 65	45 64	700 00	30 00	100 00		
Farquhar	136 13	97	2,698 05	11 05	37	355 51	49 09	0 56	7 06		112 00				
Farran's Point	391 38	343	4,086 61	22 97	28	326 34	66 50	1 37	10 74		200 00	50 00			
Fenelon Falls	1,891 03	1,576	26,069 90	126 56	522	7,274 39	746 84	6 65	67 33	76 85	640 00	20 00	100 00		
Fenwick	527 76	611	10,207 48	51 17	100	1,450 34	131 74	1 09	27 23		200 00	50 00			
Fergus	2,952 87	1,086	13,765 70	76 89	989	13,375 52	1,457 21	4 60	40 79	27 07	860 00	36 00	120 00		
Feversham	309 51	182	2,987 55	14 15	24	431 29	37 17	0 25	7 80		150 00	4 00			
Finch	770 57	913	19,187 44	88 74	79	1,818 95	92 12	3 05	48 37		330 00	4 00	10 00		
Fingal	484 04	445	7,683 92	36 86	141	1,292 39	205 94	0 87	19 70	4 08	240 00	6 00			
Fitzroy Harbour	221 65	455	8,229 45	40 08	36	871 46	31 05	1 27	20 99		90 00	16 00			
Flesherton	929 41	753	8,245 32	49 47	279	4,928 88	546 73	2 69	22 08		420 00	70 00	60 00		
Flinton	338 22	299	3,854 20	21 66	92	2,464 04	73 83	1 28	13 28		140 00				
Florence	615 56	1,129	19,501 39	96 77	251	4,317 80	453 38	4 01	50 44	33 68	288 00				
Fonthill	523 13	551	5,824 72	34 67	163	2,433 71	246 93	2 29	15 47	10 49	250 00				
Fordwich	620 48	922	18,707 54	87 56	240	3,943 14	302 72	3 94	48 74	25 21	310 00	20 00			
Forest	2,557 20	1,315	17,528 78	102 59	836	15,380 74	1,346 03	16 63	49 80	13 00	800 00	16 00	120 00		
Forester's Falls	298 17	185	2,799 06	14 23	30	602 59	46 77	2 10	7 00		156 00				
Forks Road	73 11	157	2,493 59	11 99	3	15 00	17 00	0 34	6 22		44 00				
Formosa	342 36	594	11,325 24	52 47	510	3,829 36	830 61	1 92	30 06	18 45	140 00				
Fort Erie	1,088 66	786	10,781 70	60 95	296	4,297 80	275 79	0 98	32 32	30 97	370 00		40 00		
Fort Frances	1,329 03	1,148	18,992 03	104 48	148	3,122 55	88 53	1 76	49 27		406 00	45 27	40 00		
Fort Stewart	326 32	86	2,245 18	9 96	8	97 80	46 45	1 15	5 60		140 00	*13 00			
Fort William	5,262 56	3,351	60,542 40	502 31	581	10,070 28	828 06	9 20	158 02	55 44	1,200 00		180 00		
Fournier	343 60	85	1,604 81	7 69	48	1,555 95	29 10	0 34	4 20		166 00	16 00			
Frankford	727 15	1,026	24,836 88	109 64	176	2,759 09	183 69	2 62	63 15	28 42	300 00				
Frankville	325 88	349	10,730 08	44 29	40	631 16	88 73	3 25	26 87	0 82	130 00				
Freelton	241 31	219	3,969 77	19 51	69	929 29	67 55	1 22	10 58		81 00	6 00			
Freeman	375 70	140	1,553 00	9 08	86	1,315 59	117 98	0 96	4 31		160 00				
French River	185 30	274	7,940 29	34 33	31	397 70	55 14	1 59	19 93	7 41	100 00				
Fullarton	233 57	138	1,576 37	9 15	38	1,110 45	53 20	1 39	4 50		96 00				
Galetta	297 70	154	1,897 10	10 10	27	640 20	29 65		4 73		110 00	24 00			
Galt	14,482 24	2,329	28,316 96	181 10	3,543	52,400 63	4,639 57	20 33	92 35	111 43	†3,416 56	60 00			
Gananoque	5,803 27	1,791	19,274 03	129 24	1,116	19,700 39	1,578 49	8 02	55 28	19 13	†1,758 42	30 00			

* Including $1 arrears. † Including commission on box rents. § Included with revenue of London. ‡ Included with revenue of Toronto.

APPENDIX C *Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Georgetown	2,772 02	1,161	13,127 59	79 40	756	10,071 49	1,260 64	6 50	36 60	13 03	900 00	108 00	140 00
Glammis	329 48	493	8,606 54	40 19	119	2,710 51	123 39	1 60	22 17	.....	159 00	6 00	.....
Glen Allan	280 11	632	11,581 29	53 66	88	1,451 84	151 91	0 60	29 06	1 01	132 00	.....	.....
Glen Buell	130 42	73	1,847 82	8 20	26	312 85	76 13	.....	4 64	.....	70 00	.....	.....
Glencoe	2,246 70	1,304	17,549 48	97 63	710	9,966 51	960 72	5 95	49 22	17 82	740 00	20 00	120 00
Glenora	129 95	111	579 90	4 89	13	72 71	41 33	0 85	1 45	.....	52 00	.....	.....
Glen Robertson	526 10	266	4,546 61	22 63	72	1,895 18	38 15	2 91	12 94	.....	200 00	108 00	.....
Glen Williams	502 38	15	45 59	0 22	7	73 46	56 27	0 84	0 16	.....	280 60	.....	.....
Goderich	6,566 70	2,033	23,523 51	141 42	1,673	27,425 43	2,222 71	10 77	76 75	34 49	1,895 49	130 00	.....
Gooderham	393 64	202	4,231 14	19 94	67	1,569 29	89 14	2 04	10 79	2 11	140 00	6 00	.....
Gore Bay	1,613 64	1,762	29,033 10	145 18	409	9,371 37	424 19	3 09	76 77	40 84	500 00	60 00	60 00
Gorrie	913 35	786	10,406 79	55 64	204	2,947 97	336 07	2 84	26 63	7 21	380 00	.....	40 00
Grafton	619 02	536	7,227 79	38 76	198	2,338 59	255 48	2 65	18 84	1 97	280 00	40 00	.....
Grand Valley	1,647 43	683	8,757 74	49 40	342	5,795 96	447 05	5 33	23 73	3 27	530 00	20 00	60 00
Grand View	388 44	63	663 80	4 20	20	210 86	23 68	0 90	2 09	.....	180 00	.....	.....
Granton	568 59	535	9,041 04	45 90	77	1,526 41	181 32	1 59	21 34	11 05	260 00	16 00	.....
Gravenhurst	4,087 13	1,592	15,044 64	96 44	805	14,111 25	1,491 83	5 78	44 99	25 33	1,080 00	‡167 00	160 00
Greenfield	348 57	83	1,813 95	8 02	42	1,159 59	16 05	1 18	5 42	.....	124 00	6 00	.....
Greenwood	274 08	212	2,894 08	16 39	50	491 83	76 66	1 72	7 47	1 22	108 00	.....	.....
Grimsby	2,778 15	638	6,563 22	43 57	791	11,827 58	1,089 23	6 68	20 80	2 05	840 00	.....	120 00
Guelph	24,970 43	4,582	54,293 93	342 61	7,097	124,532 18	9,593 92	32 98	174 83	110 49	4,964 31	180 00	.....
Hagersville	1,671 13	916	13,547 86	72 26	458	7,676 18	805 23	5 73	36 07	112 70	540 00	40 00	60 00
Haileybury	229 20	151	2,251 68	12 57	24	859 20	10 82	1 36	5 80	.....	84 60	3 00	.....
Haliburton	741 32	449	5,414 42	31 81	129	3,162 30	150 27	2 51	15 62	17 64	290 00	2 00	.....
Hamilton	97,944 82	8,597	93,368 14	686 48	26,086	488,505 34	36,024 79	*25 95	.....	.....	†	.....	.....
Hampton	291 05	195	3,243 97	16 39	51	715 28	101 60	0 73	8 26	2 18	150 00	12 00	.....
Hanover	2,707 92	586	8,785 87	47 99	707	11,472 18	794 82	5 92	24 87	14 04	740 00	30 00	120 00
Harrietsville	205 75	235	5,029 20	23 66	57	763 71	81 20	0 89	13 27	.....	88 00	.....	.....
Harrington, West	363 33	219	3,787 75	18 87	27	244 14	25 05	1 80	9 91	.....	150 00	.....	.....
Harrisburg	269 46	95	1,326 75	6 45	20	220 26	33 80	.....	3 48	.....	96 00	30 00	.....
Harriston	3,202 10	750	13,793 03	79 61	1,090	16,210 71	1,492 14	11 52	37 57	32 35	920 00	60 00	140 00
Harrow	936 15	979	13,649 90	75 46	319	6,013 46	250 02	5 38	39 86	18 51	310 00	4 00	40 00
Harrowsmith	567 61	426	7,816 64	37 77	60	947 62	73 45	1 84	20 38	8 70	160 00	.....	.....

Hastings	1,635 66	951	10,125 42	60 45	249	3,521 06	288 27	3 52	26 45	12 84	540 00	20 00	80 00
Havelock	1,273 76	868	13,982 16	71 45	196	3,369 03	308 09	3 04	36 40	42 41	400 00	36 00	40 00
Hawkesbury	2,520 24	1,830	23,324 61	131 19	377	8,332 97	328 78	2 24	62 72	17 39	700 00	.....	100 00
Hawkestone	300 50	88	1,068 70	5 89	72	1,314 31	124 34	1 12	2 75	.....	110 00	.....	.....
Hawkesville	288 12	352	6,616 02	33 31	87	2,241 00	76 45	1 41	17 10	.....	140 00	.....	.....
Hawtrey	304 68	148	2,507 68	12 19	10	104 60	6 14	.....	6 28	.....	120 00	20 00	.....
Heathcote	255 95	499	5,925 42	33 36	169	2,669 63	153 43	1 40	15 14	.....	116 00	.....	.....
Hensall	1,302 01	684	9,043 24	48 85	256	4,814 21	310 95	2 31	26 41	15 07	430 00	12 00	40 00
Hepworth	542 24	548	9,322 31	47 69	138	2,519 01	84 76	2 76	24 81	.....	210 00	.....	.....
Hepworth Station	413 06	480	8,757 94	42 19	48	719 68	181 56	1 59	22 37	.....	200 00	.....	.....
Hespeler	3,419 19	1,772	15,985 75	104 50	612	7,624 16	823 28	5 04	44 84	50 82	900 00	.....	140 00
Highgate	801 95	553	6,984 99	38 46	134	1,863 90	193 23	2 59	18 06	2 95	300 00	0 34	.....
Highland Creek	131 27	185	4,422 52	19 95	76	757 91	137 26	0 74	11 12	.....	54 00	.....	.....
Hillsburgh	640 40	615	11,326 52	52 51	191	4,183 71	197 67	0 88	29 67	.....	300 00	6 00	.....
Hillsdale	466 34	498	12,081 03	53 56	106	1,274 81	266 24	2 20	30 50	7 06	190 00	16 00	.....
Hilton	355 55	57	501 47	3 37	8	124 35	2 40	0 13	1 28	.....	124 00	.....	.....
Hiptonburg	612 07	170	2,852 89	14 27	112	1,675 19	127 65	0 51	8 28	.....	200 00	.....	.....
Holland Centre	277 10	147	2,104 30	10 58	35	528 43	77 30	0 86	5 36	.....	140 00	16 00	.....
Holland Landing	210 86	121	2,460 90	11 42	32	491 10	54 43	0 93	6 70	.....	80 00	.....	.....
Hollen	87 11	128	1,941 47	9 69	12	103 61	43 30	0 50	4 91	.....	66 00	.....	.....
Holstein	445 35	597	8,072 94	43 05	130	1,778 64	93 09	1 00	20 94	2 15	210 00	50 80	.....
Honeywood	190 23	322	8,180 23	35 27	51	722 60	130 93	1 79	20 70	.....	90 00	.....	.....
Horning's Mills	604 82	509	10,083 28	45 56	105	1,915 07	183 81	0 37	25 73	.....	260 00	30 00	.....
Humberstone	582 05	479	5,482 67	31 87	97	1,558 06	99 34	3 63	15 05	3 62	275 00	.....	20 00
Huntsville	3,713 87	2,585	30,924 31	180 39	754	12,857 47	1,534 47	13 98	83 98	29 51	980 00	36 00	140 00
Ilderton	333 78	283	5,357 56	25 54	40	896 13	143 16	0 62	13 77	.....	170 00	8 00	.....
Ingersoll	11,000 62	1,775	19,207 78	123 76	4,997	104,120 07	3,793 11	12 52	58 29	53 17	‖3,187 87	142 00	.....
Inglewood	493 07	252	3,831 21	20 11	81	1,240 61	217 99	1 75	9 74	.....	200 00	.....	.....
Inkerman	492 50	72	1,781 35	8 26	24	346 59	82 10	0 77	4 52	.....	170 00	.....	.....
Innerkip	462 86	279	4,497 88	22 48	48	664 83	81 56	0 73	11 71	.....	180 00	.....	.....
Inverary	146 07	137	3,291 97	14 46	37	1,123 03	63 98	0 47	9 44	0 34	64 00	.....	.....
Invermay	93 87	127	2,723 69	12 73	17	152 57	24 82	0 49	6 83	.....	60 00	.....	.....
Inwood	568 25	471	9,372 82	41 60	76	1,021 72	264 94	4 49	23 72	.....	200 00	2 00	.....
Iona	183 31	178	2,730 48	13 33	39	873 70	33 10	0 41	7 56	.....	90 00	.....	.....
Iona Station	322 48	142	1,787 55	8 96	72	1,066 80	77 29	0 61	4 48	.....	108 00	6 00	.....
Iron Dale	174 74	3	26 75	0 18	28	308 33	23 45	0 36	0 75	.....	90 00	.....	.....
Iroquois	2,151 84	804	12,654 34	66 80	566	8,406 26	786 91	7 95	36 96	104 15	780 00	100 00	120 00
Ivanhoe	188 36	176	3,889 47	17 00	31	264 95	105 90	0 28	9 81	.....	84 00	.....	.....
Jackfish	133 90	40	658 02	3 82	9	220 55	5 00	0 29	1 86	.....	220 00	.....	.....
James Street (Hamilton)	¶	882	6,926 24	57 90	12	192 74	160 02	1 56	17 66	19 00	187 50	.....	.....
Jamestown	168 56	172	4,467 63	19 42	12	135 44	22 18	0 66	11 17	.....	70 00	.....	.....
Jarvis	944 96	557	7,256 41	41 42	230	3,020 81	488 51	5 87	19 27	4 99	400 00	24 00	40 00
Jasper	388 73	421	9,329 18	40 25	54	767 47	80 10	1 37	23 76	.....	186 00	.....	.....
Jordan	392 70	148	6,699 23	34 68	109	1,263 14	64 23	0 77	17 22	.....	150 00	10 00	.....
Kagawong	274 15	534	13,476 31	59 55	43	989 98	47 75	0 09	33 78	.....	134 13	.....	.....
Kars	355 17	360	7,425 57	33 30	44	1,002 15	37 01	1 27	19 18	.....	170 00	.....	.....
Keady	196 74	73	1,928 27	8 33	43	1,173 36	2 50	1 06	4 89	.....	100 00	.....	.....
Kearney	600 22	1,051	17,707 03	87 79	173	2,199 13	288 33	2 81	46 74	5 69	220 00	.....	.....

* Commission to non-accountingoffices, &c. † Salary, &c., entered in Auditor General's Report. ‡ Including $17 arrears. ‖ Including commission on box rents.
¶ Included with revenue of Hamilton.

APPENDIX C *Continued.*

STATEMENT showing the Accounting Offices, &c., in Ontario *Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Keeno	475 04	326	6,551 72	30 75	95	2,339 53	89 34	2 77	17 12	7 40	180 00		
Keewatin	1,134 09	1,079	10,098 12	66 18	85	1,369 71	150 32	3 75	25 63		440 00		40 00
Kemptville	2,632 58	2,036	19,955 82	120 59	836	14,775 30	1,519 55	5 65	56 53	50 74	780 00	84 00	120 00
Kenmore	263 51	198	3,731 71	16 99	51	1,067 40	42 92	1 66	9 32		120 00		
Kent Bridge	411 12	173	1,873 55	10 50	18	350 86	106 43	0 40	4 82		160 00	6 00	
Kerrwood	471 71	396	6,360 89	32 99	75	1,053 93	56 83	0 39	16 13		160 00		
Keswick	284 27	253	5,773 69	25 88	73	725 63	124 82	0 82	14 85		155 00	6 68	
Kettleby	266 03	181	3,175 31	16 16	184	1,309 41	396 93	1 38	8 40	4 73	132 00		
Killaloe Station	670 60	245	3,137 47	16 94	108	2,276 94	188 90	1 50	8 20		230 00	34 50	
Kilsyth	224 53	230	3,156 29	16 20	45	697 93	78 28	1 51	8 00		108 00		
Kimberley	199 82	118	2,485 92	11 25	45	630 17	35 31	0 64	6 63		80 00		
Kinburn	352 88	387	9,024 43	40 55	46	1,174 48	52 82	1 27	22 67		156 00	20 00	
Kincardine	3,446 37	881	13,794 89	73 97	1,044	17,687 11	838 33	7 78	47 11	50 51	1,100 00	140 00	200 00
King	707 09	426	7,619 68	37 68	92	1,542 39	158 40	1 46	19 46	13 03	270 00	50 00	
Kingston	30,085 47	4,724	47,680 39	336 79	10,428	174,704 68	17,552 38	*13 87			†		
King Street (Ottawa)	428 65	285	3,683 47	22 35	23	117 65	100 39	0 65	9 44	25 19	60 00		
Kingsville	2,299 95	1,762	16,711 38	106 39	859	9,926 73	1,098 36	4 03	46 62	13 45	650 00		100 00
Kinmount	991 66	895	13,789 65	70 91	235	3,542 13	336 89	4 11	35 30	27 84	360 00	8 00	40 00
Kintore	239 14	218	3,217 84	16 23	66	535 82	43 33	0 95	8 07		120 00		
Kippen	360 37	162	2,595 45	12 75	66	2,346 10	72 80	2 40	7 19	10 13	156 00	28 00	
Kirkfield	846 22	1,029	20,111 24	94 07	83	1,080 84	138 84	1 95	50 46	32 70	310 00	2 00	40 00
Kirkton	737 19	244	4,969 43	24 05	79	1,317 44	44 75	1 33	12 81		190 00		
Kleinburg	254 13	215	3,581 94	17 68	53	1,095 99	33 20	0 58	9 93	17 30	108 00		
Klock	91 56								0 75		92 00		
Komoka	305 25	215	3,941 76	18 98	61	1,302 30	66 55	0 94	10 82		116 00		
Lakefield	1,738 18	830	10,901 87	61 60	372	6,527 69	575 49	7 03	31 47	36 55	540 00	100 00	80 00
Lakeport	230 49	125	716 00	5 77	74	1,238 66	24 33	0 22	3 46		110 00		
Lake Talon	188 63	74	938 19	5 85	20	245 86	19 67	1 16	2 31		90 00	1 00	
L'Amable	207 42	47	755 55	3 61	22	149 25	57 55	0 14	1 96		100 00	4 17	
Lambeth	292 10	244	2,566 33	15 54	80	1,130 33	131 37	0 33	7 11		170 00	2 00	
Lambton Mills	290 97	193	2,085 86	12 22	93	818 08	213 90	0 55	5 93	2 06	135 00		
Lanark	1,346 12	1,556	18,125 04	102 52	263	5,025 07	327 80	3 86	45 83	19 76	190 00	48 00	60 00
Lancaster	1,364 49	948	20,321 03	94 00	222	4,214 33	211 70	11 15	53 31	95 58	490 00	160 00	60 00

Langton	342 18	296	5,319 84	26 04	74	1,607 62	90 61	1 88	14 13	.....	164 00	4 00	.....
Lansdowne	772 27	437	6,980 85	35 77	148	2,163 79	293 99	2 76	18 01	18 62	330 00	40 00	40 00
Laurel	210 75	97	2,342 15	10 32	22	376 29	26 69	0 97	5 88	.....	110 00	10 00	.....
Leamington	3,812 76	1,862	18,718 36	114 96	1,064	15,054 34	1,359 46	6 06	53 28	25 13	980 00	40 00	140 00
LeBreton Flats (Ottawa)	*b*	387	4,363 67	28 03	2	35 00	5 80	0 45	10 90	.....	343 32	.....	66 64
Lefaivre	226 36	51	2,522 76	9 20	47	1,081 44	12 30	0 72	6 71	.....	120 00	.....	.....
Lefroy	279 47	238	6,778 24	27 62	157	2,522 86	175 50	1 63	17 96	.....	145 00	.....	.....
Lienry	71 84	86	1,838 54	8 60	16	336 52	44 55	0 62	4 84	.....	34 00	.....	.....
Lindsay	10,662 89	2,618	35,059 44	195 39	3,287	66,576 91	4,574 33	18 49	107 82	32 86	2,883 61	130 00	.....
Linwood	513 94	171	3,997 58	17 45	82	1,991 90	89 23	2 47	10 41	.....	240 00	.....	.....
Lion's Head	631 95	977	15,418 60	77 41	96	2,603 42	128 29	1 13	38 77	.....	250 00	20 00	.....
Lisle	380 61	306	6,322 14	29 74	41	771 30	73 31	0 71	16 15	.....	184 00	.....	.....
Listowel	4,496 77	2,029	17,974 93	118 93	1,222	19,030 57	1,958 39	9 08	50 77	5 60	1,200 00	75 00	180 00
Little Britain	495 19	303	9,689 29	38 60	202	3,479 87	247 75	5 18	24 88	26 25	260 00	14 00	.....
Little Current	1,266 13	2,415	67,675 68	273 57	276	5,757 92	306 59	3 72	170 82	47 22	450 00	48 00	40 00
Lloydtown	230 23	39	1,366 21	4 95	39	648 15	36 00	1 19	3 54	.....	96 00	.....	.....
Londesborough	395 24	369	5,955 98	29 48	104	1,468 88	73 22	1 18	15 02	.....	164 00	.....	.....
London	85,416 71	7,135	74,768 85	524 80	35,955	580,157 71	53,224 01	*55 27	.....	.....	‡	.....	.....
London East	§	2,600	26,314 18	175 55	339	3,431 92	666 22	0 70	69 99	51 70	600 00	.....	100 00
London Junction	376 58	206	2,136 39	16 10	42	657 26	42 94	0 26	6 32	6 70	172 00	.....	.....
London South	§	402	3,166 95	23 15	108	1,203 12	151 98	1 04	8 52	0 37	108 00	.....	.....
London West	§	152	1,012 37	7 86	82	983 45	183 97	0 86	3 38	0 13	90 00	.....	.....
Longford Mills	358 77	185	2,171 11	12 16	37	777 59	88 90	1 05	5 78	.....	132 00	.....	.....
L'Orignal	947 75	811	11,661 19	60 71	235	4,799 97	520 67	2 44	31 42	23 28	380 00	8 00	40 00
Loring	330 69	103	2,604 12	11 78	40	966 68	33 79	1 86	6 98	4 90	140 00	.....	.....
Lucan	1,505 14	886	11,197 19	64 78	310	5,546 38	386 26	4 55	30 96	2 32	480 00	10 00	60 00
Lucknow	2,505 34	1,072	15,337 25	84 53	504	7,189 94	712 13	7 06	42 27	26 23	772 00	130 00	120 00
Lunenburg	286 07	117	1,280 26	7 39	47	769 55	61 95	0 88	3 73	.....	150 00	.....	.....
Lyn	648 96	277	3,485 87	20 45	303	7,082 70	306 63	3 01	8 94	11 34	280 00	.....	.....
Lynden	342 31	219	3,607 58	17 63	99	1,264 71	105 92	0 89	9 19	.....	160 00	.....	.....
Lyndhurst	447 42	569	9,602 58	46 44	74	1,348 68	110 69	1 32	24 39	.....	210 00	.....	.....
Lyndoch	320 05	381	5,030 87	27 21	66	1,373 67	258 13	1 29	13 86	.....	132 00	.....	.....
McDonald's Corners	301 62	214	5,754 02	24 54	27	459 61	51 23	0 78	14 51	.....	110 00	.....	.....
McKellar	233 92	274	5,840 45	28 13	69	1,326 76	103 11	1 50	14 82	.....	80 00	4 00	.....
McLaren's Depot	69 89	175	3,653 01	16 21	20	460 82	31 17	0 42	9 18	0 27	42 00	.....	.....
Maberly	435 06	83	1,104 84	6 64	22	386 26	48 97	1 00	2 90	.....	200 00	4 00	.....
Madoc	2,783 76	1,583	20,993 47	115 41	872	16,684 02	1,288 23	8 56	57 41	10 61	860 00	100 00	120 00
Magnetawan	573 00	771	12,403 97	62 99	153	5,214 29	278 11	3 01	35 71	23 97	220 00	8 06	.....
Mallorytown	391 87	364	7,655 75	36 44	66	1,159 07	91 29	2 70	19 82	.....	190 00	120 00	.....
Manilla	231 46	181	2,674 37	14 48	94	1,479 25	193 23	1 87	7 59	.....	120 00	.....	.....
Manitowaning	821 56	1,359	32,318 29	143 28	272	6,338 54	203 69	3 70	82 98	20 76	366 00	70 00	40 00
Manotick	600 30	676	20,287 56	81 70	250	3,385 71	433 28	2 44	50 90	51 60	230 00	.....	.....
Maple	510 95	244	6,614 10	27 62	53	1,257 04	93 54	1 28	16 63	16 30	210 00	20 00	.....
Markdale	1,975 62	1,599	20,826 41	115 14	594	10,353 20	870 62	8 80	56 11	16 43	620 00	20 00	80 00
Markham	2,243 22	805	8,566 28	52 41	771	12,250 85	1,016 90	3 73	25 52	6 06	700 00	66 00	100 00
Markstay	166 08	145	1,580 55	9 05	9	69 05	21 85	0 38	3 94	2 12	*a*166 00	.....	.....
Marksville	329 77	341	5,760 07	28 48	69	1,264 01	33 35	2 50	15 80	.....	140 00	6 00	.....

c Closed from 1-1-'02. ‡ Salary, &c., entered in Auditor General's Report. * Commission to non-accounting offices, &c. Including commission on box rents.
b Included with revenue of Ottawa. § Included with revenue of London. *a* Including $2 arrears.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
Marlbank	398 10	474	5,989 79	38 78	39	723 83	63 90	0 80	15 34	3 89	150 00	4 00	.....
Marmora	1,329 32	1,285	22,039 23	113 93	289	5,404 79	366 39	8 14	57 76	17 63	450 00	2 00	60 00
Marshville	365 11	323	4,180 13	23 27	66	1,340 91	143 64	3 63	10 83	.....	160 00	.....	.....
Marsville	74 48	87	2,014 30	9 88	12	151 29	4 40	0 31	5 44	.....	40 00	.....	.....
Martintown	759 19	648	10,128 85	51 16	83	1,883 41	231 19	3 91	25 98	13 32	300 00	.....	.....
Marysville	184 27	107	3,009 37	13 02	46	579 15	25 00	1 36	7 79	.....	80 00	24 00	.....
Massey Station	992 85	657	10,241 52	53 08	106	2,032 60	107 67	4 10	25 93	16 95	350 00	.....	40 00
Mattawa	2,119 78	1,679	19,225 24	112 71	327	5,141 76	590 22	0 74	49 43	22 56	750 00	160 00	120 00
Maxville	1,432 60	715	11,007 71	67 35	234	4,081 46	287 97	3 39	37 58	59 09	450 00	130 00	60 00
Maxwell	296 60	504	11,321 17	50 51	66	1,319 45	40 60	1 59	28 83	.....	114 00	16 00	.....
Maynooth	430 82	161	2,335 95	12 35	75	1,582 56	131 19	1 47	6 62	0 94	170 00	2 00	.....
Meadowvale	167 28	52	1,482 15	6 02	39	723 84	77 77	0 46	3 73	.....	64 00	.....	.....
Meaford	3,199 51	1,826	25,916 18	139 85	1,013	16,718 46	1,153 12	11 17	70 19	54 18	920 00	60 00	140 00
Melbourne	722 09	471	7,494 04	39 38	159	1,629 12	235 98	3 18	19 23	3 22	310 00	24 00	.....
Merlin	752 44	397	7,153 79	37 47	110	1,322 32	251 45	2 71	18 21	.....	270 00	30 00	.....
Merrickville	1,792 76	1,527	16,747 51	99 34	914	18,823 85	1,112 01	4 38	45 59	20 33	570 00	64 00	80 00
Merritton	1,283 90	1,145	8,092 73	60 75	275	2,891 87	128 67	0 98	22 57	18 59	500 00	.....	60 00
Metcalfe	667 62	592	14,160 03	63 65	105	1,749 69	184 42	2 15	38 41	55 83	270 00	.....	.....
Michipicoten Harbour	657 55	510	8,206 27	43 38	25	639 78	51 70	0 19	20 82	.....	340 00	.....	40 00
Middleville	204 05	330	3,972 87	22 17	31	594 21	47 85	1 14	10 23	21 74	104 00	2 00	.....
Midland	5,095 08	1,967	29,424 60	182 50	730	11,661 52	1,278 97	13 15	77 37	46 38	1,190 00	30 00	180 00
Mildmay	895 76	796	10,669 67	57 57	233	3,330 71	468 10	3 35	28 07	13 97	370 00	20 00	40 00
Millbank	319 28	448	8,651 12	40 62	67	1,288 08	90 85	0 88	22 32	7 07	148 00	.....	.....
Millbrook	1,760 32	408	5,339 29	29 00	239	5,712 95	405 02	3 62	14 77	54 68	580 00	110 00	80 00
Mille Roches	1,083 76	606	10,864 01	53 03	869	12,554 59	641 36	3 31	28 18	15 30	400 00	3 00	40 00
Milton (West)	2,602 41	1,641	17,567 03	107 13	709	10,316 09	1,258 61	5 64	47 48	18 89	750 00	48 00	120 00
Milverton	1,014 23	584	11,015 53	53 66	202	4,341 09	196 30	3 24	28 26	32 74	360 00	.....	40 00
Mimico	730 14	142	1,335 62	9 66	137	1,822 60	168 38	0 85	4 61	2 53	320 00	.....	40 00
Minden	830 73	946	15,085 18	77 99	223	4,502 59	357 34	3 05	39 15	33 30	380 00	36 00	40 00
Mine Centre	361 85	108	3,650 83	26 82	.....	.....	.....	.....	9 12	.....	130 00	.....	.....
Minesing	329 77	482	6,756 18	36 50	86	1,282 68	106 16	1 09	17 38	.....	136 00	4 00	.....
Missanabie	277 67	152	2,403 41	13 05	7	84 23	29 10	0 81	5 99	.....	130 00	.....	.....
Mitchell	3,080 64	1,508	20,356 41	111 75	739	12,555 13	706 92	3 13	56 06	53 30	960 00	100 00	140 00

Mohawk	224 77	237	4,533 88	21 11	47	494 95	86 07	1 42	11 71		100 00				
Molesworth	192 64	255	4,876 97	21 81	43	1,396 77	11 32		12 24		90 00				
Monkton	308 33	832	19,230 78	84 51	31	688 88	98 07	1 38	48 98		120 00	8 00			
Mono Mills	158 05	183	2,955 88	14 41	54	622 55	64 30		7 51		84 00				
Mono Road Station	326 23	90	1,710 48	8 51	48	833 81	86 71	2 23	4 42		120 00				
* Monticello	79 88	10	248 66	1 00	1	7 00			0 62		30 00				
Moore	264 67	245	2,721 40	15 77	107	1,777 94	75 78	1 16	9 08	1 08	110 00				
Moorefield	637 49	849	13,508 13	64 19	195	2,512 64	312 06	5 93	34 73	10 80	270 00	30 00			
† Moose Creek	824 33	112	1,837 13	9 73	31	265 32	86 61	1 25	4 63		230 00	20 00			
Morewood	352 22	260	4,994 75	24 28	51	1,681 11	28 47	1 91	13 06		156 00				
Morpeth	315 94	433	5,093 36	29 35	82	1,241 75	192 40	0 60	13 11	0 08	160 00				
Morrisburg	3,202 17	1,457	13,229 35	84 92	962	13,854 83	1,270 51	8 15	41 54	43 69	1,000 00	300 00	180 00		
Morriston	259 76	479	8,676 96	41 16	69	632 99	156 35	0 72	22 03		159 00				
Mountain	403 44	222	3,855 93	18 15	29	527 61	59 68	0 50	9 75		168 00	64 00			
Mount Albert	789 83	354	9,316 45	40 28	155	3,019 59	242 68	3 74	23 79	29 02	300 00	6 00			
Mount Brydges	583 43	615	10,844 51	56 63	176	2,538 49	236 32	2 47	29 19	5 09	220 00	20 00			
Mount Elgin	224 64	274	3,573 90	20 46	45	478 21	77 68	1 16	9 28		108 00				
Mount Forest	3,567 24	1,799	26,252 22	143 89	1,133	17,426 10	1,633 71	16 03	73 75	32 10	1,120 00	60 00	180 00		
Mount Pleasant	178 98	89	1,141 76	6 06	13	130 90	39 99	0 51	2 98		92 00				
Muncey	226 93	83	1,238 91	6 38	8	164 50	145 87	0 44	3 08		100 00				
Nairn Centre	694 83	330	4,536 07	24 18	19	279 00	55 40	0 86	11 51		188 00				
Nanticoke	269 96	287	4,176 96	20 35	53	1,091 07	66 60	0 69	10 60		100 00				
Napanee	6,172 20	1,199	17,952 15	96 26	2,106	28,119 52	3,207 90	13 59	55 56	56 43	‡1,815 38	160 00			
Napier	208 57	162	2,694 95	13 59	46	1,025 64	46 80	0 35	6 75		80 00	4 00			
Nassagaweya	271 89	203	4,636 53	21 57	61	982 37	82 30	1 12	11 68	3 77	140 00				
Nepigon	394 62	61	947 35	5 54	13	420 50	27 24	1 61	2 37		160 00				
Neustadt	614 83	478	6,130 09	34 79	79	1,227 31	118 29	0 19	15 47	37 63	270 00	6 00			
Newboro	689 24	571	12,296 97	53 60	159	1,958 83	260 59	2 10	32 29	27 00	320 00	30 00	40 60		
Newburg	891 91	729	6,491 41	41 68	246	4,128 53	303 24	2 77	17 04	15 13	350 00	6 00	40 00		
Newbury	604 49	555	7,360 14	39 54	156	2,376 52	138 42	1 11	18 91	22 86	280 00	4 00			
Newcastle	953 04	798	7,293 86	47 45	198	2,692 62	280 83	1 63	19 19	2 07	420 00	108 00	40 00		
New Dundee	444 57	372	4,592 17	26 47	78	1,061 37	109 34	2 38	11 79	3 79	200 00				
New Edinburgh	780 31	229	1,926 95	16 49	25	416 67	24 00	0 78	5 52	5 03	140 00				
New Germany	103 35	178	2,565 17	13 32	55	1,137 27	88 89	0 11	7 80		48 77				
New Hamburg	2,002 38	1,073	11,845 71	69 29	518	11,115 71	660 52	3 58	31 63	31 88	630 00	24 00	100 00		
Newington	434 23	238	5,572 18	25 30	89	1,324 10	223 20	3 34	14 50		180 00				
New Liskeard	858 58	455	11,277 99	49 61	336	14,619 37	254 41	4 45	31 74		156 00	3 51			
New Lowell	469 25	343	7,858 21	35 06	114	1,485 02	255 91	1 67	20 03		212 00				
Newmarket	3,405 62	1,298	15,435 44	89 94	861	11,551 21	1,383 00	7 81	41 90	60 65	980 00	60 00	140 00		
Newton	372 57	431	11,128 28	47 42	71	1,068 00	106 62	2 66	29 05	14 26	180 00	36 00			
Niagara	2,034 97	856	7,696 07	49 65	461	8,175 28	556 43	1 82	31 70	27 22	700 00	40 00	100 00		
Niagara Falls	7,058 26	1,660	16,042 44	109 13	1,869	15,325 11	2,770 42	9 59	54 50	105 32	‡1,788 99	360 00			
Niagara Falls, Centre	1,596 68	295	3,072 31	18 09	52	844 33	70 90	0 26	8 43		340 00		40 00		
Niagara Falls, South	1,649 50	1,526	19,595 87	112 10	351	4,912 19	544 23	2 59	52 95	36 32	480 00		60 00		
Nobleton	493 48	252	7,158 10	30 04	40	905 11	37 40	0 59	18 25	21 86	200 00				
Norland	236 18	64	1,635 55	7 04	30	728 64	28 36	1 27	4 10		100 00				
Norman	348 00	426	4,694 19	33 92	39	578 83	45 04	0 67	11 83		226 00				
North Augusta	516 76	1,018	23,354 92	103 09	145	2,497 64	268 67	2 55	61 35	22 68	220 00				

* Accounting from 1-4-'02. † Accounting from 1-1-'02. ‡ Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
North Bay	3,995 05	2,046	22,708 81	138 03	955	14,500 02	1,701 01	10 91	59 01	74 35	1,060 00	50 00	160 00
North Gower	579 77	560	9,720 07	48 74	114	2,541 54	158 81	2 04	23 50	12 45	266 00	20 00	..
North Lancaster	388 80	511	12,525 95	51 25	43	1,003 27	71 50	1 23	31 71	.....	140 00	..	..
North Toronto (Toronto)	*b*	750	6,722 94	51 10	159	2,457 30	236 68	1 64	18 24	.....	137 50	.....	..
North Williamsburg	373 98	347	5,621 98	27 74	40	807 09	100 39	4 21	14 16	..	150 00	.....	.....
Norval	392 90	367	4,268 36	25 19	150	2,949 04	97 35	0 58	10 99	..	180 00	..	..
Norwich	2,802 24	2,547	27,569 72	163 15	861	11,295 50	1,412 12	5 55	74 66	12 36	840 00	.....	120 00
Norwood	2,070 77	1,222	12,824 29	75 41	550	8,564 02	752 78	3 69	35 48	13 05	670 00	20 00	100 00
Nottawa	221 79	274	2,440 75	15 78	80	1,069 50	66 08	0 51	7 46	.....	130 00	10 00	..
Novar	501 34	266	3,652 28	29 84	80	854 04	286 84	3 07	9 36	.....	240 00	16 00	.. ..
Oakland	179 72	141	2,477 88	13 28	57	417 95	113 02	0 35	6 42	..	56 00	.....	.....
Oakville	2,558 24	1,072	12,631 28	75 79	575	9,736 31	822 99	1 04	38 18	26 15	780 00	16 00	120 00
Oakwood	624 66	551	13,285 98	61 02	115	1,750 65	230 98	6 66	33 48	..	230 00	.. ..	.. ..
Odessa	509 56	800	13,689 62	67 94	175	2,960 85	110 53	1 57	35 57	21 79	200 00	8 00	..
Ohsweken	127 04	90	1,443 11	7 52	34	330 74	50 65	0 45	3 95	.....	44 00	.....	..
Oil City	241 78	292	4,412 08	22 50	56	841 03	115 16	0 78	11 39	.....	130 00	.. ..	.....
Oil Springs	1,109 78	1,161	18,484 56	91 03	255	5,091 64	446 59	4 81	49 44	39 08	430 00	20 00	60 00
d Olinda	97 83	109	1,475 57	8 30	3	76 60	13 60	0 30	3 76	.....	56 00	.....	.....
Omagh	109 59	29	412 30	2 29	6	86 03	14 70	0 58	1 37	.....	50 00	.....	.. ..
Omemee	1,279 33	910	17,929 78	83 33	229	3,533 06	436 34	5 00	46 23	66 71	440 00	3 00	80 00
Onondaga	233 22	119	1,938 96	9 76	27	211 52	66 85	0 46	5 01	.....	100 00	6 00	....
Orangeville	4,801 57	863	13,411 08	70 15	1,352	18,520 28	2,505 49	7 72	37 48	20 69	$1,108 62	60 00	.. ..
Orillia	11,120 28	1,951	31,422 35	175 28	2,974	49,608 08	6,052 03	22 69	94 78	87 76	$2,996 00	100 00	..
Orono	816 10	1,011	14,363 23	74 69	213	2,783 79	460 84	2 72	37 12	39 16	344 00	.....	10 00
Orrville	301 41	412	4,977 25	28 66	28	705 45	50 55	0 10	12 52	2 23	120 00	20 00	.....
Orwell	108 23	129	1,651 07	8 71	18	526 59	15 36	.....	4 39	..	50 00	6 00	.....
Osceola	400 57	116	2,143 11	10 52	25	768 52	27 90	0 15	5 56	1 06	160 00	.....	.....
Osgoode Station	273 84	63	1,461 47	6 50	31	353 92	37 87	0 80	3 87	.....	140 00	16 00	.....
Oshawa	7,088 12	1,181	17,689 55	110 14	2,571	55,904 55	2,033 20	13 49	53 41	41 51	1,840 00	52 00	280 00
Otonabee	155 05	77	1,256 90	6 23	2	3 90	4 35	1 23	3 14	..	95 00	.....	.....
Ottawa	95,301 46	11,312	193,386 03	1,223 98	19,210	372,135 85	27,253 38	346 40	..	.....	.....	.....	.....
†Ottawa East	785 26	14	198 32	2 60	2	28 56	8 30	...	0 56	.....	280 00	.....	.....
Otterville	962 53	431	3,713 26	24 63	203	2,259 19	469 28	2 06	10 39	5 77	360 00	.....	40 00

Owen Sound	14,411 96	3,709	50,262 88	291 08	4,351	71,722 37	7,066 78				3,910 00			600 00
**Oxdrift	137 21	144	2,771 25	12 94	7	277 67	8 80	0 62	6 94		64 00			
Oxford Mills	320 25	463	4,475 63	27 17	52	991 02	54 03	1 12	11 54		180 00			
Oznabrooke, Centre	382 95	181	3,646 06	16 67	53	519 49	94 97	1 24	9 29		160 00			
Paisley	2,293 22	1,324	20,259 83	104 34	709	16,913 98	715 84	6 59	54 06	24 36	760 00	120 00	150 00	
Pakenham	953 00	1,136	14,107 18	78 34	169	3,394 38	153 77	1 54	35 60	7 63	390 00	4 00	40 00	
Palermo	251 21	332	4,790 03	25 60	54	873 84	50 27	0 72	12 26	1 25	96 00			
Palgrave	609 08	288	5,236 73	24 75	34	555 12	48 76	1 20	13 10		150 00			
Palmerston	2,936 82	1,698	18,111 53	106 59	985	14,168 00	1,481 09	5 82	47 72	10 37	820 00	25 00	120 00	
Pape Avenue (Toronto)	*b*	339	3,079 75	24 22	80	1,927 59	261 12	0 68	7 77	3 46	67 50			
Paris	4,679 99	1,283	12,507 24	82 44	1,124	12,497 96	2,143 68	7 11	38 17	36 05	1,200 00		230 00	
Paris Station	685 02	182	1,725 70	11 45	72	764 53	87 51	0 90	5 03	2 39	360 00	20 00	40 00	
Parkdale	9,342 72	2,127	20,339 08	157 06	985	14,261 76	3,390 95	8 46	61 49	80 37	600 00		200 00	
Parkersville	56 92	96	711 22	5 33	9	194 83	0 60		7 90	0 99	28 00			
Park Hill	2,316 11	1,925	17,775 04	113 25	659	11,294 44	818 56	3 04	51 39	2 70	750 00	160 00	120 00	
Parliament St. (Toronto)	*b*	1,578	13,377 59	103 06	399	7,153 07	1,204 34	2 96	34 32	29 40	250 00			
Parry Harbour	490 15	620	9,195 02	49 29	55	932 75	73 23	0 95	23 32	3 52	190 00	4 00		
Parry Sound	3,800 15	2,694	44,960 48	233 81	863	14,377 72	1,530 22	13 81	117 97	62 21	980 00	100 00	140 00	
Pearl Street (Hamilton)	*c*	596	3,222 08	30 33	10	41 65	31 75	0 89	8 06	2 26	80 00			
Pelee Island	239 64	1,038	23,953 21	106 14	116	2,739 43	68 78	0 78	66 96		100 00	4 00		
Pembroke	7,915 92	2,095	22,935 96	137 59	2,066	38,933 32	2,468 81	11 29	63 15	153 38	§2,254 09	110 00		
Pendleton	245 22	189	3,394 36	17 07	40	1,153 15	26 20	1 04	9 59	17 57	120 00	4 00		
Penetanguishene	2,850 58	1,829	22,120 67	125 09	420	8,283 43	833 11	5 92	59 68	54 10	770 00	24 00	100 00	
Perth	5,220 30	2,021	21,216 81	130 16	1,812	23,976 17	2,425 24	9 28	61 57	46 38	1,560 00	300 00	240 00	
Peterboro	21,427 86	3,691	46,413 09	275 80	5,748	121,831 10	7,540 59				§4,630 00			
Peter Street (Toronto)	*b*	2,080	25,841 74	176 86	380	5,972 81	1,020 41	5 66	65 37	75 98	350 00			
Petrolea	6,755 75	3,514	46,078 34	258 88	1,433	21,990 77	1,641 63	8 63	132 82	93 89	§2,241 39	16 00		
Phelpston	266 00	203	2,545 36	14 04	40	1,025 97	41 75	1 20	6 98	4 95	120 09	30 00		
Philipsville	278 18	110	1,756 23	8 65	18	292 17	40 63	0 16	4 48		110 00			
Pickering	992 97	952	12,819 00	73 80	254	5,184 88	491 69	2 35	34 18	16 71	340 00		40 00	
Picton	6,695 58	1,445	16,000 32	95 75	1,443	20,170 12	2,162 27				2,058 00		194 98	
Pinkerton	410 93	193	5,156 05	21 65	59	1,121 41	46 39	1 02	13 70		180 00	10 00		
Plantagenet	857 67	520	9,808 04	46 33	206	6,577 63	176 60	0 71	35 66	72 99	340 00	48 00	40 00	
Plattsville	1,247 36	960	12,056 33	69 32	179	3,206 23	368 51	3 32	31 62	60 43	460 00		60 00	
Plevna	180 73	156	2,164 43	12 20	47	909 37	47 53	0 59	5 72	0 89	80 00	20 00		
Point Edward	912 00	471	3,479 99	24 55	117	1,272 76	103 60	0 64	9 82		320 00		40 00	
Pontypool	599 57	250	3,325 85	17 93	102	1,463 53	58 75	0 44	8 41		320 00	49 00	40 00	
Port Arthur	6,919 39	3,780	67,843 99	468 31	631	15,971 00	929 87	13 45	177 34	52 36	§1,809 67			
Port Burwell	622 51	890	18,354 62	87 55	109	2,005 52	137 42	3 66	48 18	25 20	290 00	30 00		
Port Carling	837 53	481	8,406 52	45 77	206	5,225 55	473 26	3 63	24 94	7 49	260 00	25 00		
Port Colborne	2,385 18	1,043	13,560 46	73 91	378	6,880 64	427 55	6 60	38 52	36 66	§ 772 71	20 00		
*a*Port Coldwell	208 78	85	1,310 24	9 47	6	77 08	15 00		3 27		72 00			
Port Credit	602 45	292	4,629 61	24 08	118	1,533 46	204 80	1 92	12 62	9 73	300 00			
Port Dalhousie	992 03	485	4,443 43	29 01	222	2,980 66	92 35	0 74	14 89	11 92	340 00		40 00	
Port Dover	1,707 56	1,415	14,310 91	89 07	417	6,071 36	462 94	8 51	40 72	27 29	570 00	10 00	80 00	
Port Elgin	2,170 37	1,377	16,560 45	92 79	654	9,530 12	1,032 54	6 20	44 98	9 53	720 00	80 00	100 00	
Port Hope	7,854 50	1,465	19,595 87	120 14	1,864	31,288 03	2,762 11	17 22	62 29	55 98	§2,344 53	200 00		

†Accounting from 1-4 '02. **Accounting from 1-9-'01. ‡Commission to non-accounting offices, &c. Salary, &c., entered in Auditor General's Report. §Including commission on box rents. *a*Accounting from 1-3-02. *b* Included with revenue of Toronto. *c* Included with revenue of Hamilton. *d*Accounting from 1-12 '01.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Port Lambton	342 07	701	11,503 73	57 32	115	2,959 36	65 20	1 23	34 87	.....	140 00	.....	.....
Portland	328 57	286	4,461 32	24 13	61	1,545 30	106 32	2 13	11 58	.....	170 00	.....	.....
Port Perry	2,709 11	1,156	9,585 52	64 28	1,168	16,858 23	2,300 08	1 20	25 45	9 14	820 00	8 00	120 00
Port Robinson	503 34	143	1,540 37	9 30	81	1,063 56	96 85	1 23	5 26	.....	190 00	2 00	.....
Port Rowan	1,173 11	1,307	12,106 88	77 71	273	4,094 72	364 79	1 83	34 00	18 66	460 00	70 00	60 00
Port Ryerse	53 93	100	955 39	5 80	17	484 74	0 50	.....	3 36	.....	40 00	.....	.....
Portsmouth	777 03	130	1,341 73	8 55	53	997 59	71 73	0 39	4 06	0 28	280 00	.....	.....
Port Stanley	704 03	635	7,893 77	43 20	151	1,738 88	105 35	1 07	21 35	9 37	320 00	.....	10 00
Port Sydney	272 24	363	3,793 34	22 70	103	2,235 98	74 40	1 08	11 42	8 99	132 00	.....	.....
Powassan	1,057 27	664	11,228 90	61 10	151	3,003 63	288 42	5 65	29 02	11 79	360 00	12 00	40 00
Prescott	1,843 76	1,183	13,732 34	79 61	1,077	21,057 79	1,396 67	3 11	47 04	292 64	*1,655 62	460 00	.....
Preston	3,907 44	1,318	11,061 62	76 97	840	16,966 32	959 87	4 30	34 89	39 59	980 00	8 00	140 00
Priceville	366 61	533	8,916 44	45 40	140	2,825 69	122 57	0 65	25 13	4 69	200 00	6 00	.....
Princeton	554 99	351	5,012 18	26 91	135	2,613 40	263 25	4 76	14 62	9 37	260 00	.....	.....
Puslinch	159 51	346	5,968 52	29 89	25	525 91	25 75	0 86	15 34	4 15	60 00	2 00	.....
Queensborough	193 99	193	3,055 45	15 33	33	555 10	46 02	1 12	7 83	.....	108 00	.....	.....
Queenston	478 76	329	3,053 48	19 81	153	5,338 52	72 77	0 53	8 05	.....	170 00	.....	.....
Queen Street Centre (Toronto)	†	697	7,119 10	65 47	123	2,459 75	327 20	1 65	17 81	2 86	100 00	.....	.....
Queen St. East (Toronto)	†	1,828	22,395 77	160 76	254	3,481 85	685 74	5 27	57 46	57 70	216 67	.....	.....
Queensville	325 61	383	6,739 18	31 51	76	1,259 88	139 16	0 69	17 24	.....	130 00	10 00	.....
aRainy River	674 06	288	3,841 66	21 19	36	755 01	36 25	0 51	9 65	.....	130 00	.....	.....
Ratho	113 60	88	1,408 01	6 95	15	67 95	18 62	0 56	3 57	.....	60 00	.....	.....
Rat Portage	8,185 17	3,013	35,191 43	238 04	1,174	24,698 27	1,390 46	5 62	97 87	49 60	*2,875 03	70 00	.....
Rayside	498 93	330	1,434 23	13 12	87	798 52	112 81	1 18	4 41	.....	*215 00	.....	.....
Renfrew	4,611 10	1,708	21,222 99	120 49	1,216	19,446 95	1,980 75	8 06	58 28	82 26	1,315 00	120 00	220 00
Renwick	203 66	69	1,643 72	6 89	85	859 01	53 04	1 92	4 33	.....	125 00	.....	.....
Rhineland	19 97	10	382 55	1 35	.....	.....	.....	.....	1 02	.....	24 00	.....	.....
Riceville	308 78	89	2,787 17	11 19	23	477 35	18 05	0 99	7 10	16 90	156 00	.....	.....
Richards Landing	596 93	765	13,810 08	67 17	154	2,707 61	157 20	10 05	35 75	.....	210 00	‡18 34	.....
Richmond (West)	439 61	707	18,052 01	77 48	95	2,126 77	133 43	1 34	45 92	17 64	220 00	.....	.....
Richmond Hill	786 55	375	6,346 88	31 78	260	5,373 60	393 72	1 91	16 85	14 22	360 00	.....	40 00
Richwood	258 18	112	2,370 22	10 50	23	520 48	19 07	23	5 99	.....	150 00	.....	.....

Ridgetown	3,496 37	1,965	21,377 74	129 72	845	12,514 44	1,746 04	10 66	59 07	8 31	1,000 00	8 00	160 00
Ridgeway	1,332 50	817	10,122 15	56 51	465	4,171 77	854 78	3 47	29 10	63 72	420 00	4 00	60 00
Ripley	1,208 18	597	10,298 01	52 74	231	4,592 06	229 62	3 89	29 68	36 07	432 00	20 00	60 00
Riversdale	159 84	105	2,656 86	11 29	33	614 79	3 70		40	7 20	80 00		
Riverside	†	756	6,674 01	61 58	118	1,523 44	537 32	3 09	17 83	32 69	237 50		100 00
Rockingham	191 41	128	2,391 67	11 36	42	1,097 85	93 15		42	6 44	16 81	100 00	16 00	
Rockland	1,521 12	455	8,253 95	40 96	180	3,732 85	218 30	1 40	22 61	27 16	500 00			60 00
Rockton	198 61	138	2,252 93	11 70	27	322 26	28 50		14	5 66		88 00	20 00	
Rockwood	800 63	634	8,173 52	46 75	260	2,813 23	401 28	3 83	21 52	10 95	280 00			60 00
Rodney	1,446 23	763	10,695 42	58 90	286	5,041 85	283 17	7 06	28 06	49 88	460 00	10 00		
Rosemont	396 28	241	6,343 35	26 37	102	1,665 64	62 84	1 61	16 35	6 08	180 00	30 00		
Roseneath	351 25	359	9,156 48	40 31	55	945 01	45 09	1 81	23 12		180 00			
Rosseau	771 75	594	9,352 66	59 56	185	4,482 60	460 39	3 64	26 76	31 57	289 00	30 00		
Rothsay	281 74	310	5,652 61	27 73	58	860 62	47 11	1 22	14 15	4 41	130 00	10 00		
Ruscom Station	196 35	316	8,732 61	35 93	26	216 05	35 35	1 11	22 02		72 00			
Rusholme Road Toronto	†	673	7,075 29	53 25	123	2,077 53	535 66	2 34	19 66	26 24	187 50			
Russell	712 88	757	22,071 25	91 61	170	2,063 54	377 59	2 72	55 74	52 44	260 00	40 00		
Rutherford	260 06	197	3,146 31	15 50	58	931 77	44 13		93	9 25	100 00			
Ruthven	332 06	468	6,161 52	35 22	117	1,269 13	113 32	1 89	16 16	5 11	140 00	12 00		
St. Ann's	135 17	182	2,624 16	13 16	37	673 51	74 66	1 73	6 93		51 00	98 62		
St. Catherines	17,798 27	3,060	34,015 66	225 41	4,991	62,837 07	6,077 42	27 10	124 21	125 57	*4,477 40	12 00		
St Clements	274 84	218	4,170 42	20 29	99	1,702 39	32 72	1 02	11 10		100 00			
St. Eugène	619 71	247	4,452 98	20 29	96	3,691 04	56 80		26	16 40		230 00	2 00	
St. George, Brant	1,324 26	694	6,330 10	40 21	489	8,858 92	566 13	2 55	17 98	8 02	450 00			60 00
St. Isidore de Prescott	451 15	21	362 16	1 89	51	1,804 89	8 05		11	1 25	180 00			
St. Jacob's	439 30	439	4,584 38	26 90	73	1,013 37	69 91		64	11 63	5 55	220 00	20 00	
St. Joseph	128 13	130	2,247 58	10 43	11	236 92	6 30		22	5 69		90 00		
St Joseph St., (Toronto)	†	769	6,611 76	56 60	156	2,631 35	698 39	1 74	16 81		100 00			
St. Mary's	6,116 56	1,801	20,838 42	124 03	1,474	26,658 97	1,847 69	13 59	63 09	16 11	1,540 00	66 00	220 00	
St. Thomas (West)	17,374 71	3,288	41,690 14	250 40	5,078	67,807 44	7,103 82				5,201 00			
St. Williams	408 42	439	6,315 60	32 93	95	1,254 13	90 40	1 91	16 58		160 00			
Sandhill	263 54	23	622 86	2 84	6	62 35	1 00		39	1 55		124 00		
Sand Point	170 59	108	2,703 11	12 18	16	555 01	17 68		97	6 79		84 00		
Sandwich	768 96	244	2,827 95	17 59	541	5,559 20	513 40	1 22	12 92	2 66	320 00			
Sarnia	12,009 39	2,285	29,249 04	179 42	3,391	63,801 65	3,198 87	22 12	99 56	82 07	2,600 00	200 00	400 00	
Sault Ste. Marie	18,551 90	7,526	186,621 98	1,513 91	2,118	42,399 36	3,135 67	11 06	490 02	149 49	3,000 00	10 00	500 00	
Scarboro	122 29	103	1,657 03	8 89	20	403 00		22	4 77	62	48 00			
Schomberg	683 09	302	7,723 11	33 26	142	2,150 12	255 14	3 00	19 36	65 27	310 00			
Schreiber	663 24	416	9,904 10	45 95	95	1,755 75	99 45	1 94	24 88	24 62	328 00		40 00	
Scotland	299 54	310	4,611 53	23 97	99	1,230 59	101 40	90	12 60	2 62	150 00			
Seaforth	4,305 65	1,443	14,700 25	89 51	1,271	19,892 69	1,729 57	6 94	49 95	58 36	1,264 00	160 00	200 00	
Sebringville	409 67	368	5,163 81	27 39	81	1,303 44	95 74		67	13 54		190 00	20 00	
Seeley's Bay	391 29	782	14,545 61	70 02	121	2,182 94	143 14	1 68	37 70		180 00			
Seguin Falls	349 68	205	4,304 60	20 20	20	532 39	26 50		46	10 80		120 00	20 00	
Selkirk	586 51	991	25,063 73	106 27	199	3,117 21	305 75	1 50	63 80			230 00	4 00	
Severn Bridge	537 86	352	6,781 26	33 63	99	1,647 47	167 03	3 58	18 53			220 00	4 00	
Skakespeare	439 05	292	4,501 27	23 79	152	2,860 87	159 84	1 40	11 59	5 40	220 00			
Shallow Lake	502 66	824	12,915 79	66 82	68	1,091 50	138 08	1 96	32 57	4 94	218 00	4 00		

a Accounting from 1-10-01. † Included with revenue of Toronto. * Including $5 arrears. ‡ Including $2.34 arrears. ‖ Including $34.62 arrears. * Including commission on box rents.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Shannonville	447 95	614	16,218 04	69 70	115	1,252 40	183 54	2 12	41 63	1 86	240 00	24 00	.....
Sharbot Lake	485 84	254	3,115 72	17 74	47	657 39	79 51	2 00	7 98	.....	205 00	3 00	.....
Sharon	178 53	141	3,166 36	13 90	37	540 21	91 65	34	7 95	.....	80 00	40 00	.....
Shedden	338 00	84	1,048 40	5 63	70	516 03	171 07	1 41	2 87	.....	170 00	5 00	.....
Shelburne	2,663 85	1,626	24,744 22	131 01	668	8,616 69	1,165 94	7 42	64 18	32 16	800 00	6 00	120 00
Sherkston	263 38	138	1,953 80	10 71	14	140 07	54 70	59	4 94	.....	120 00	.....	.....
Simcoe	6,133 18	1,475	14,898 99	95 79	1,565	23,270 68	2,866 33	10 08	49 65	7 40	1,660 00	76 00	240 00
Singhampton	287 66	344	6,640 57	31 40	91	1,344 91	190 33	1 30	17 19	.....	140 00	.....	.....
Smith's Falls	9,070 69	2,848	38,772 58	218 13	2,474	45,084 69	2,501 52	17 20	102 94	87 92	‖2,781 60	80 00	.....
Smithville	816 34	1,729	30,910 65	143 72	290	5,840 46	364 87	3 51	78 41	84 64	360 00	16 00	40 00
Sombra	490 09	747	12,088 66	61 03	257	4,728 55	176 43	1 56	34 38	9	160 00	20 00	.....
Southampton	1,717 60	1,182	16,751 67	86 26	356	5,956 09	497 35	1 74	41 83	16 47	570 00	20 00	60 00
South Indian	314 70	361	5,533 68	29 38	104	2,179 38	47 31	84	16 05	.....	132 00	6 00	.....
South Mountain	533 90	210	3,900 68	18 31	83	1,664 13	209 17	2 92	10 16	.....	220 00	.....	.....
South River	530 25	507	5,206 94	31 97	98	2,212 32	137 88	1 90	14 25	9 12	210 00	16 00	.....
South Woodslee	437 79	596	13,584 74	61 45	73	723 19	119 48	1 89	34 19	.....	180 00	.....	.....
Spadina Ave. (Toronto)	‡	2,690	26,500 80	207 20	1,039	18,057 80	3,698 65	13 52	70 72	89 08	350 00	.....	250 00
Sparta	341 40	442	8,018 35	39 44	106	1,700 90	132 74	1 35	21 34	.....	144 00	.....	.....
Spencerville	499 43	453	9,598 75	45 15	349	2,480 44	1,115 86	5 06	25 09	66 06	210 00	8 00	.....
Spragge	338 70	214	4,687 30	21 90	25	182 33	13 63	1 53	11 75	.....	120 00	.....	.....
Spring Brook	199 76	339	7,330 34	34 45	40	727 83	69 83	0 89	18 43	.....	108 00	.....	.....
Springfield	710 35	992	12,631 69	69 54	163	2,480 24	407 27	3 89	32 72	3 53	260 00	.....	.....
Springford	327 42	129	2,132 34	10 89	92	1,512 55	154 15	1 86	7 02	.....	140 00	.....	.....
Sprucedale	526 50	488	7,826 98	40 75	113	2,720 75	98 30	2 53	20 46	4 76	220 00	6 00	.....
Stamford	251 43	161	1,309 32	9 20	21	370 99	15 53	0 72	3 61	.....	105 00	.....	.....
Staples	286 79	324	4,164 74	22 71	85	925 84	78 67	3 84	10 66	.....	124 00	.....	.....
Station B (Toronto)	‡	4,503	48,865 73	375 02	471	6,272 25	4,442 68	.....	.....	.....	"	.....	.....
Stayner	1,870 67	1,001	12,812 83	72 59	508	8,310 76	591 54	3 08	35 51	8 65	600 00	16 00	80 00
Stella	258 80	274	7,314 21	31 80	118	2,942 99	100 65	1 37	23 22	2 61	112 00	.....	.....
Steven Street (Hamilton)	†	671	5,654 58	41 89	3	109 14	95 86	0 44	14 30	1 39	150 00	.....	.....
Stevensville	365 87	877	13,845 49	72 75	208	2,433 79	97 56	1 77	36 73	28 61	160 00	8 00	.....
Stewarton	§	513	4,748 52	33 07	2	10 49	187 46	3 20	12 86	.....	55 00	.....	.....
Stirling	1,549 82	1,863	22,581 65	128 77	362	6,209 55	707 57	1 11	59 61	39 73	490 00	50 00	60 00

Stirton	121	71	141	1,901	29	9	49	15	222	62	77	80	0	35	4	90	40	00		
Stittsville	345	19	175	4,711	10	19	45	34	572	65	80	38	1	57	12	06	150	00	18	00
Stoco	157	10	88	2,665	79	10	59	23	209	19	28	45	0	71	6	74	84	00		
Stony Creek	473	54	369	4,312	57	24	91	159	2,106	22	195	07	0	73	12	85	1	63	190	00	24	00
Stouffville	2,111	31	1,018	14,410	61	77	29	555	10,788	39	967	31	8	16	39	66	9	68	620	00	70	00	80	00
Strabane	97	07	119	2,039	92	9	61	23	628	85	1	00			6	24			54	00				
Strachan Ave. (Toronto)	‡		820	8,865	50	63	77	116	2,018	48	231	14	2	23	22	20	19	43	250	50		
Stratford	15,115	45	4,193	43,327	57	270	75	4,388	72,692	74	5,372	29	18	54	140	23	86	76	3,733	00	272	00		
Strathcona	233	82	213	7,008	42	27	82	15	179	59	27	90	1	00	17	69	3	21	149	00		
Strathroy	5,188	32	1,528	16,718	52	101	99	1,243	19,168	80	1,530	20	10	47	52	29	22	46	1,590	19	72	00		
Streetsville	847	56	357	5,321	64	28	49	368	4,947	91	431	36	3	65	15	71	45	32	328	00			40	00
Stroud	263	17	122	2,260	36	11	30	54	759	41	46	08	1	32	5	67			120	00		
Sturgeon Falls	1,880	61	534	6,506	74	40	41	323	7,471	43	498	40	4	08	17	81	15	14	593	50	*10	83	60	00
Sudbury	5,960	96	3,223	49,558	00	278	14	790	15,154	28	1,021	73	8	70	127	76	69	28	1,348	00	80	00	20	00
Sunderland	979	73	745	9,162	02	51	56	193	3,923	05	405	84	2	33	24	45	2	75	340	00	10	00	40	00
Sundridge	857	65	1,599	24,706	03	126	63	235	5,465	18	407	44	3	35	62	36	25	21	360	00	8	00	40	00
Sutton (West)	1,136	78	579	11,161	42	54	52	266	4,568	88	589	45	3	47	30	43	71	89	404	00	36	00	40	00
Sydenham	709	59	665	15,256	61	68	07	154	3,124	79	333	77	4	40	39	75	44	25	260	00		
Tamworth	888	32	886	15,702	43	75	53	204	2,877	85	185	05	3	03	41	03	10	82	400	00	8	00	40	00
Tara	1,288	85	1,043	13,308	14	73	44	368	5,282	83	473	97	4	54	33	92	3	69	520	00	59	00	60	00
Tavistook	1,364	97	919	9,667	91	58	96	257	4,848	84	280	28	4	88	25	61	11	16	430	00			60	00
Teeswater	1,401	66	633	8,962	48	46	74	480	6,194	14	677	77	5	38	24	65	22	60	540	00	12	00	80	00
Thamesford	687	35	431	5,255	83	29	85	258	2,461	38	319	54	2	90	14	53	1	47	290	00	60	00		
Thamesville	1,798	50	320	6,100	23	29	10	398	5,377	15	501	69	5	03	18	83	45	46	560	00	36	00	80	00
The Brook	437	82	48	1,999	17	7	49	36	627	62	36	75	2	53	5	21			180	00		
Thedford	973	32	865	10,694	14	60	37	268	3,831	56	284	23	2	32	28	01	10	67	360	00	20	00	40	00
Thessalon	2,178	95	1,050	17,903	48	94	63	495	7,477	61	626	99	7	06	46	80	29	56	650	00	20	00	100	00
Thistletown	89	74	58	1,286	45	6	09	18	236	17	16	53			3	21			50	00		
Thomasburg	179	00	221	6,386	09	27	19	43	789	29	69	70	0	49	16	86	0	01	64	00		
Thornbury	1,256	80	1,276	16,168	36	90	29	505	9,524	06	704	49	3	89	44	17	53	20	490	00			60	00
Thorndale	475	84	540	8,835	33	45	75	75	1,302	66	53	43	1	32	22	78	0	17	220	00	4	00		
Thornhill	1,449	60	221	6,253	67	25	78	79	1,545	32	359	55	0	65	17	53	13	33	500	00			60	00
Thornton	422	65	250	4,812	42	23	43	122	1,486	99	97	18	2	61	12	27			168	00	4	00		
Thorold	2,197	27	890	10,031	98	60	55	486	8,850	33	476	55	7	51	34	34	22	84	690	00			100	00
Tilbury	1,851	82	816	13,221	74	69	79	361	5,535	05	553	09	6	42	36	58	4	52	600	00	24	00	80	00
Tillsonburg	4,700	21	1,193	13,177	89	80	28	1,481	19,130	12	2,347	84	11	23	39	41	14	81	1,280	00	200	00	180	00
Tiverton	707	98	1,002	18,039	68	87	86	255	5,288	84	221	19	2	70	49	26	44	26	330	00	12	00	40	00
Toledo	356	69	613	13,052	01	61	31	77	1,404	31	138	99	1	68	32	79	18	92	156	00				
Toronto	700,806	70	20,912	248,486	18	1,927	57	295,911	3,832,507	13	490,660	37	**159	01					††					
Toronto Junction	4,684	48	1,725	15,907	61	108	65	1,147	17,092	02	2,135	13	5	19	51	80	30	80	1,100	00			160	00
Tory Hill	124	32	79	894	69	4	38	20	437	97	17	20	0	80	9	60			48	00	7	00		
Tottenham	1,254	40	899	11,166	44	63	92	473	4,166	92	563	56	2	78	28	32	72	65	420	00	70	00	40	00
Trenton	5,101	75	984	15,905	29	82	99	1,145	16,467	70	1,497	42	11	92	48	84	76	55	1,582	63	160	00		
Trout Creek	871	48	254	3,934	95	21	00	64	1,079	33	172	08	1	98	11	00	7	66	360	00	30	00	‡‡80	00
Tullamore	69	84	37	410	71	2	57	3	223	05	5	50	0	11	1	03			30	00		
Tupperville	317	34	235	5,253	40	24	86	31	304	16	82	45	2	48	13	21			150	00		
Tweed	1,902	95	366	4,090	45	23	97	417	6,036	78	594	91	2	26	13	24			560	00	60	60	80	00

a Office in charge of a clerk from Toronto Post Office. † Included with revenue of Hamilton. ‡ Included with revenue of Toronto. § Included with revenue of Ottawa. * Including 83 cents arrears. Including commission on box rents. ** Commission to non-accounting offices, &c. †† Salary, &c,, entered in Auditor General's Report. ‡‡ Including $40 arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Uffington	151 41	146	2,687 35	13 78	24	388 17	36 08	1 70	6 85	.....	70 00	14 00	.....
Underwood	352 13	903	15,023 40	74 36	113	2,512 56	127 56	1 61	42 00	.....	150 00	.....	.....
Union	256 03	226	3,199 63	17 59	59	776 18	67 82	0 85	8 75	.....	110 00	.....	.....
Unionville	152 83	224	4,242 38	26 50	143	2,071 49	212 21	1 05	11 54	12 42	200 00	62 59	.....
Uphill	161 70	283	6,423 23	27 98	26	1,201 93	15 42	0 70	16 04	.....	100 00	.....	.....
Utterson	341 11	171	3,350 73	15 88	45	984 19	161 11	1 47	8 83	.....	132 00	50 00	.....
Uxbridge	3,013 89	1,696	19,524 21	111 12	752	11,686 03	1,231 79	8 02	58 05	7 72	960 00	40 00	140 00
Vankleek Hill	2,400 57	723	10,935 67	58 48	563	13,128 41	519 55	10 21	32 55	50 70	770 00	2 00	120 00
Varna	322 70	201	3,161 08	15 54	74	737 55	145 20	1 36	8 28	.....	170 00	.....	.....
Vars	179 43	153	3,781 82	16 10	60	1,513 65	61 15	1 08	10 82	.....	180 00	.....	.....
Ventnor	239 09	211	2,876 15	15 15	32	576 36	19 01	0 81	7 29	.....	90 00	.....	.....
Vernon	295 94	179	2,861 07	15 16	31	972 88	25 69	1 40	7 56	1 15	126 00	.....	.....
Verona	316 17	123	2,147 07	9 68	55	826 96	91 33	0 65	5 71	.....	120 00	.....	.....
Victoria Harbour	920 78	902	11,146 05	61 41	109	1,299 51	140 23	3 56	28 13	19 72	320 00	.....	40 00
Victoria Road	133 07	264	2,564 06	16 15	25	480 65	77 87	1 07	6 42	.....	161 00	20 00	.....
Vienna	487 99	471	9,231 61	44 44	137	1,910 85	238 70	4 15	24 80	15 00	260 00	.....	.....
Virginia	259 61	68	2,463 53	9 49	31	549 69	18 78	0 77	6 32	.....	90 00	.....	.....
Vittoria	513 66	387	4,742 36	27 63	113	2,037 30	124 29	1 53	12 62	1 20	200 00	16 00	.....
Wabigoon	491 48	223	3,217 77	17 37	65	1,323 60	56 15	1 31	9 51	1 21	320 00	56 00	40 00
Wahnapitae	329 22	300	6,428 62	30 14	23	444 25	17 47	1 24	16 21	.....	234 00	.....	.....
Wales	547 07	375	6,316 71	30 70	89	1,765 21	110 06	3 07	16 62	19 99	240 00	40 00	.....
Walkerton	5,073 97	1,145	12,659 04	76 40	2,054	25,627 03	3,160 49	11 76	39 07	28 38	1,742 19	100 00	.....
Walkerville	5,428 99	1,311	14,371 65	90 90	1,586	35,563 78	1,140 52	7 01	40 39	16 00	1,530 00	.....	220 00
Wallaceburg	4,011 19	1,361	16,838 19	96 96	971	11,598 19	1,021 08	1 70	50 60	17 99	1,000 00	16 00	140 00
Wallacetown	325 26	107	5,924 35	32 19	75	1,592 71	69 77	2 14	15 07	.....	156 00	8 00	.....
Walsingham Centre	313 93	292	5,687 00	27 36	58	940 15	115 21	2 56	14 73	.....	170 00	.....	.....
Walter's Falls	285 21	141	2,953 65	13 92	56	1,022 82	87 01	1 82	7 60	.....	126 00	.....	.....
Walton	358 52	350	3,553 89	20 66	58	798 42	97 72	0 38	9 31	.....	160 00	.....	.....
Wardsville	783 28	978	14,791 51	75 89	179	3,164 57	96 72	0 62	38 84	30 83	330 00	.....	40 00
Warkworth	1,264 71	1,490	29,152 21	137 63	231	3,844 06	277 69	2 14	75 95	17 98	450 00	.....	60 00
Warren	965 47	678	13,856 75	65 62	160	5,437 76	112 56	2 67	34 93	3 86	*126 00	4 00	40 00
Warsaw	349 19	212	4,403 24	21 39	83	1,126 22	107 13	2 26	11 25	.....	170 00	4 00	.....
Warwick	178 70	276	4,502 19	23 14	48	694 29	74 38	0 78	11 36	.....	80 00	.....	.....

Waterdown	588 95	570	7,672 04	41 68	217	4,189 80	406 49	0 33	22 42	5 57	250 00	.....	.....	
Waterford	1,513 30	932	12,984 80	70 62	451	4,266 86	517 24	5 91	35 29	19 83	520 00	100 00	80 00	
Waterloo (West)	5,949 89	595	6,377 80	40 89	2,797	53,592 59	2,733 18	10 59	27 88	30 90	1,800 00	16 00	240 00	
Watford	2,504 30	2,182	31,534 81	166 52	1,054	17,550 04	1,501 05	11 59	83 21	155 04	770 00	19 50	120 00	
Waubaushene	938 08	1,020	11,932 44	67 69	120	1,796 97	274 82	2 28	30 64	20 11	356 00	.....	40 00	
Waverley	215 19	372	7,657 06	37 03	24	396 75	67 35	2 48	19 60	.....	90 00	.....	.....	
Webbwood	1,018 13	558	11,680 24	53 70	133	2,736 54	179 86	4 63	30 21	33 09	320 00	.....	40 00	
Welland	4,057 47	741	9,477 94	53 27	1,638	31,165 01	2,025 43	8 85	32 00	9 05	1,060 00	175 00	160 00	
Welland Port	420 45	975	22,983 39	102 29	128	2,288 05	167 49	2 10	57 75	20 87	212 00	.....	.....	
Wellesley	799 29	937	14,701 71	75 40	161	2,728 44	189 21	1 69	37 13	71 20	300 00	4 00	.....	
Wellington	844 78	684	10,045 48	53 60	200	2,870 04	203 91	3 92	28 37	2 04	350 00	.....	40 00	
Wellman's Corners	83 35	120	2,291 01	11 29	13	246 18	14 79	0 32	6 09	.....	50 00	.....	.....	
West Lorne	968 14	913	9,517 27	55 54	190	3,621 12	195 55	2 28	25 41	26 45	380 00	.....	40 00	
Westmeath	549 38	385	7,708 44	36 93	76	1,388 10	56 63	0 88	19 87	.....	220 00	12 00	.....	
Weston	1,180 71	631	8,044 88	43 90	346	5,130 74	388 52	0 98	20 92	28 30	380 00	.....	40 00	
Westport	1,135 13	907	9,088 19	56 54	300	5,268 46	401 76	1 46	25 52	11 12	420 00	24 00	40 00	
Westwood	377 15	154	4,505 65	17 42	28	531 45	36 20	0 57	11 80	.....	168 00	.....	.....	
Wheatley	723 68	1,006	18,641 55	88 75	148	1,730 87	186 76	2 33	46 87	3 30	290 00	12 00	.....	
Whitby	3,270 49	640	6,619 95	44 05	893	12,977 82	1,676 23	5 32	26 74	13 54	1,120 00	70 00	160 00	
White River	557 75	503	11,391 22	74 29	39	709 54	16 10	1 61	28 90	16 88	220 00	.....	.....	
Whitevale	266 49	309	4,975 83	25 68	72	1,108 18	44 20	1 36	12 68	.....	110 00	.....	.....	
Whitney	1,057 66	1,310	17,636 88	96 20	64	849 74	67 25	2 19	44 33	34 50	330 00	.....	.....	
Wiarton	4,434 85	1,698	22,036 23	125 35	815	14,201 03	1,316 96	9 64	58 26	31 93	1,120 00	100 00	140 00	
Wilkesport	230 23	689	11,366 90	56 76	131	2,556 22	82 63	0 79	30 92	6 10	92 00	.....	.....	
Williamsford	366 74	245	5,092 88	23 25	70	1,117 30	73 70	1 33	13 05	8 62	130 00	.....	.....	
Williamstown	658 02	449	8,731 41	42 32	124	2,568 16	151 98	4 39	22 69	10 69	280 00	.....	.....	
Williamsville	225 15	71	502 29	3 67	10	97 54	11 00	0 23	1 40	.....	112 00	.....	.....	
Winchester	2,330 91	510	8,579 56	43 87	521	11,720 74	775 02	8 27	24 49	30 17	680 00	21 00	100 00	
Winchester Springs	249 34	91	1,636 65	8 29	14	158 48	38 25	0 75	4 23	.....	110 00	2 00	.....	
Windham Centre	244 70	110	4,810 92	17 11	23	272 45	62 64	1 40	12 06	.....	110 00	.....	.....	
Windsor	21,224 34	2,109	25,742 86	163 34	5,482	69,394 38	7,738 88	.....	.....	.....	.....	.....	.....	
Wingham	4,507 75	1,888	20,277 16	119 86	1,042	16,312 35	1,704 83	5 98	57 57	41 91	1,200 00	60 00	180 00	
Winona	1,627 85	196	2,123 96	12 79	758	12,136 62	746 42	1 31	5 99	1 49	500 00	44 00	40 00	
Wolfe Island	446 72	189	3,811 60	18 09	134	1,991 86	65 40	2 06	12 65	.....	220 00	4 00	.....	
Woodbridge	965 15	355	4,412 20	25 04	166	4,434 32	328 32	1 42	12 05	30 15	330 00	10 00	40 00	
Woodham	221 82	115	2,383 79	10 94	28	577 91	45 25	0 30	6 05	.....	170 00	.....	.....	
Woodslee	116 96	284	5,284 51	24 89	27	463 42	6 40	.....	13 57	7 55	54 00	.....	.....	
Woodstock	16,404 49	2,897	34,443 12	222 78	4,886	67,636 16	6,605 90	28 17	110 41	86 40	3,400 00	191 00	500 00	
Woodville	1,128 14	789	12,586 43	64 68	311	6,316 54	448 74	5 49	32 88	20 06	430 00	.....	60 00	
Wooler	354 17	566	13,542 33	59 40	61	1,334 14	164 08	1 60	34 49	4 93	160 00	.....	.....	
Worthington	99 93	67	1,404 40	6 47	6	129 90	3 57	0 23	3 57	1 72	70 00	.....	.....	
Wroxeter	816 86	983	14,258 41	74 12	742	5,117 35	1,587 14	3 81	37 18	21 76	340 00	18 00	40 00	
Wyebridge	200 91	85	989 79	4 94	27	324 56	166 37	1 56	2 60	.....	116 00	.....	.....	
§Wyevale	217 31	1	8 25	0 06	1	10 00	0 40	.....	.....	.....	110 00	.....	.....	
Wyoming	1,258 71	1,329	13,736 21	85 50	397	6,944 00	496 56	4 89	37 37	40 57	500 00	.....	60 00	
Yarker	532 57	426	4,053 11	25 24	273	5,238 88	349 50	2 16	11 00	9 11	240 00	20 00	.....	
York	260 50	234	6,181 71	26 50	168	1,774 12	323 84	1 72	15 81	9 02	130 00	.....	.....	
Yorkville	11,474 04	2,640	26,813 77	209 87	725	11,708 29	2,633 08	5 82	71 14	166 16	600 00	.....	220 00	
Young's Point	234 13	34	554 68	2 78	21	452 90	29 15	0 66	1 44	.....	116 00	.....	.....	

*Including $2.00 arrears. †Including commission on box rents. ‡Salary, &c., entered in Auditor General's Report. §Accounting from 1-5-02.

APPENDIX C *Continued.*

STATEMENT showing the Accounting Offices in Operation, &c., in Ontario—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Zephyr	326 19	162	3,935 35	17 87	82	1,459 19	153 92	2 18	10 26	.....	148 00	.....	.....
Zurich	696 33	487	10,907 51	50 22	220	7,054 62	201 91	2 91	30 31	35 99	310 00	10 00	.....
Non-accounting Post Offices	194,792 22	.....	.....	.....	.....	.....	.....	.....	.....	.....	88,930 17	1,440 68	.....
	2,432,371 85												
LESS—Value of Postage Stamps affixed to Postal Notes	2,916 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	2,429,455 85	655,471	9,347,038 00	53,169 17	696,302	10,565,274 08	1,084,029 95	2,968 64	22,640 91	13,233 06	459,981 34	18,235 00	25,121 62

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbotsford	342 65	324	5,360 55	26 82	47	770 84	132 50	2 06	13 79	.....	144 00	8 00	.....
Abercorn	312 59	75	839 89	4 96	56	686 26	58 16	0 47	3 13	.....	130 00	2 00	.....
Acton Vale	838 23	457	10,151 63	48 29	291	5,736 94	175 40	2 64	32 84	7 17	350 00	20 00	40 00
Agnes	645 29	717	11,109 59	59 51	115	1,707 60	54 84	2 28	28 99	28 67	350 00	6 00	40 00
Amherst Island	159 61	176	4,900 66	21 10	16	410 32	36 70	0 52	12 25	.....	64 00	12 00	.....
Amherst St. (Montreal)	¶	834	10,504 51	60 42	22	307 01	10 50	0 18	26 90	.....	91 76	.....	.....
Amqui	790 23	210	4,503 81	20 34	91	2,471 58	97 49	1 23	14 20	.....	280 00	.....	.....
Arthabaskaville	1,319 67	492	9,713 76	46 48	565	12,133 02	723 42	5 60	36 59	1 49	520 00	80 00	60 00
Asbestos	472 12	427	7,747 75	38 72	54	625 68	116 29	1 92	19 69	.....	220 00	.....	.....
*Avignon	181 45	91	1,434 17	7 57	.....	.....	21 70	0 90	3 58	.....	61 00	3 66	.....
Ayer's Flat	455 41	99	2,179 54	9 45	40	601 59	36 36	0 10	6 09	.....	170 00	10 00	.....
Aylmer (East)	1,176 36	687	11,368 73	56 08	296	7,941 32	420 66	3 04	31 26	48 63	§494 50	.....	.....
Aylwin	162 75	72	2,227 93	11 06	8	117 98	49 12	0 51	5 57	.....	100 00	.....	.....
Bagotville	309 65	517	10,168 93	47 91	60	1,545 01	27 47	1 24	27 54	.....	146 00	.....	.....
†Barachois de Malbaie	235 19	13	66 06	0 59	.....	.....	8 65	0 32	0 17	.....	92 00	2 00	.....
Barnston	275 99	182	1,398 84	9 82	20	232 99	81 91	0 98	3 59	.....	115 00	.....	.....
Batiscan	396 68	213	4,330 98	21 17	90	853 02	113 14	1 19	11 56	.....	186 00	100 00	.....
Beauharnois	1,292 58	1,227	13,840 00	81 79	417	8,649 47	538 57	2 40	39 08	28 51	540 00	28 00	80 00
‡Beaupré	158 67	8	284 03	1 05	.....	.....	.....	0 13	0 71	.....	64 00	4 00	.....
Bécancour	596 47	152	3,864 79	16 70	79	1,609 80	171 50	0 91	10 97	60 82	‖300 00	40 00	.....
Bedford	1,125 13	493	5,218 70	34 31	618	9,356 49	546 36	1 96	19 77	105 09	400 00	20 00	60 00
Beebe Plain	289 68	311	4,230 94	36 13	148	2,914 40	157 33	0 42	11 23	.....	120 00	.....	.....
Bellerive (Montreal)	2,581 41	409	7,163 45	44 43	56	606 75	181 85	0 89	18 25	03	250 00	.....	.....
Bekeil Village	379 10	187	4,769 67	21 00	83	1,839 49	24 53	0 32	12 95	.....	180 00	.....	.....
Bergerville	468 33	106	1,360 04	10 12	107	1,089 28	271 97	1 14	4 90	.....	260 00	6 00	.....

* Accounting from 1-1 02. † Accounting from 1 6-02. ‡ Accounting from 1-5 02. § Including commission on box rents. ‖ Including $20 arrears.
¶ Included with revenue of Montreal.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Berthier (en bas)	219 91	51	718 74	3 75	28	742 52	60 95	0 31	2 84	.....	96 00	.....	.....
Berthier (en haut)	1,263 89	814	13,062 16	68 66	574	9,982 39	451 45	3 16	39 19	156 58	‡463 00	20 00	.....
Bic	1,127 42	251	6,701 81	29 10	173	4,710 62	407 97	2 63	20 02	.....	370 00	8 00	40 00
Birchton	188 40	89	916 04	6 20	12	363 05	26 18	0 54	2 71	.....	130 00	2 00	.....
Bishop's Crossing	503 19	346	4,803 92	26 43	52	1,057 92	75 86	0 84	12 66	.....	220 00	16 00	.....
Black Cape	248 18	210	5,049 49	22 86	54	1,214 57	22 43	0 66	13 67	.....	120 00	2 00	.....
Black Lake	1,206 68	630	9,649 97	49 97	50	870 55	57 83	0 12	25 18	.....	300 00	34 34	.....
Blue Bonnets	654 84	91	1,179 76	6 77	77	493 01	139 50	0 63	3 63	.....	140 00	.....	.....
Bolton Centre	191 25	169	2,726 53	14 14	25	209 71	72 78	1 33	6 89	.....	78 00	30 00	.....
Bonaventure River	393 79	221	4,990 95	23 24	40	1,097 88	59 04	0 60	13 98	.....	144 00	.....	.....
Boucherville	478 20	82	1,382 42	7 23	35	462 34	20 80	.....	3 60	.....	136 00	.....	.....
Bouchette	279 83	38	504 44	2 83	7	132 44	35 91	0 97	1 20	.....	110 00	.....	.....
Bristol	220 59	134	2,533 99	12 47	64	1,197 95	164 63	0 81	7 02	.....	100 00	.....	.....
Brome	371 95	165	2,979 50	14 81	67	363 08	73 40	1 61	7 91	.....	170 00	2 00	.....
Broughton Station	269 36	44	1,912 24	7 38	43	1,833 93	53 57	0 27	5 37	.....	120 00	.....	.....
Bryson	825 24	532	8,229 50	41 72	214	3,350 69	319 04	0 87	20 77	30 40	360 00	2 00	40 00
Buckingham	2,911 27	1,570	23,027 99	123 64	401	9,217 21	365 86	2 18	61 18	57 42	‡916 08	72 00	90 00
*Cabano	703 43	27	675 20	2 96	4	32 35	7 20	.....	1 63	.....	150 00	.....	.....
Cacouna	818 19	217	4,953 47	23 06	123	2,555 66	80 01	1 09	13 43	12 00	450 00	2 00	40 00
Calumet	587 08	184	2,614 44	14 14	35	433 61	73 86	1 19	6 78	.....	230 00	.....	.....
Calumet Island	228 34	42	1,158 19	5 11	15	157 67	37 25	.....	2 80	.....	90 00	5 00	.....
Campbell's Bay	356 88	94	3,151 85	12 41	65	1,475 09	20 19	0 66	8 34	.....	140 00	10 00	.....
†Cap Chat	349 92	.....	27 50	0 19	.....	.....	0 30	0 20	.....	.....	118 00	.....	.....
Cape Cove	264 97	142	2,181 97	11 87	36	759 25	55 61	0 94	5 54	.....	140 00	.....	.....
Capelton	582 81	414	4,555 40	31 36	137	1,938 31	43 75	0 69	12 48	17 29	190 00	20 00	.....
Caplin River	287 16	117	2,675 11	12 07	21	340 42	10 50	0 52	6 80	.....	90 00	4 00	.....
Cap St. Ignace	463 02	100	2,059 70	9 91	82	1,742 65	167 76	1 13	5 98	.....	176 00	2 00	.....
Cap Santé	252 27	106	1,189 72	15 77	129	2,161 04	329 49	1 11	10 96	.....	108 00	.....	.....
Carleton	350 92	418	5,366 59	30 71	126	2,553 12	119 94	2 29	15 87	.....	132 00	.....	.....
Causapscal	715 80	57	1,540 86	6 31	35	1,120 86	28 90	1 65	4 55	.....	224 00	.....	.....
Cedars	306 42	400	7,758 55	36 84	46	1,520 63	18 22	0 76	19 53	.....	140 00	.....	.....
Chaboillez Sq. (Montreal)	¶	428	3,812 79	35 53	16	131 90	97 58	1 32	9 67	.....	240 00	.....	.....
Chambly Basin	494 86	130	2,078 32	10 77	95	1,421 27	11 98	0 12	5 63	.....	180 00	.....	.....

Chambly Canton	624 08	752	19,340 60	83 58	166	1,921 64	182 55	0 80	50 17	99 98	230 00			
*Chambord	258 81	3	33 72	0 19	1	6 00	25 55				96 00			
Champlain	455 70	182	4,396 30	18 89	97	2,713 86	63 75	2 01	11 68		200 00			
Chapeau	351 80	421	7,110 32	34 93	62	942 00	57 88	0 18	18 77		140 00	8 00		
Charlesbourg	263 71	169	3,363 52	15 79	60	263 13	243 69	0 51	8 41		100 00			
†Chatean Richer	144 82	2	21 00	0 16	1	8 10	4 30				64 00			
Chelsea	156 71	201	3,703 54	17 50	56	941 37	98 50	0 78	9 57	1 75	90 00			
Cheneville	365 13	280	6,469 82	30 74	89	3,255 61	64 21	2 55	20 07	23 72	152 60	30 00		
Chicoutimi	2,389 92	502	10,380 09	56 71	686	12,964 73	947 20	5 61	36 12	0 18	688 00	113 00	100 00	
City Councillor Street (Montreal)	¶	1,440	12,940 15	106 65	42	973 68	627 71	1 95	32 80	12 93	100 00			
Clarenceville	510 24	374	6,851 16	33 34	95	2,160 77	35 38	1 97	19 74	40 69	240 00	16 00		
Coaticook	3,691 92	2,099	20,694 56	131 40	788	13,974 26	932 93	7 42	68 57	26 72	‡1,213 03	100 00		
aCommissioners Street (Montreal)	¶	16	174 20	1 36	1	42 40				0 16	40 83			
Compton	972 32	657	7,549 71	49 94	244	4,774 97	581 71	3 58	22 38	3 55	380 00	36 00	40 00	
Contrecœur	229 26	166	2,928 79	14 42	26	361 25	77 00	0 31	7 85		100 00			
Cookshire	1,523 91	1,228	15,754 55	89 06	270	4,457 55	447 61	3 73	43 52	21 31	530 00	140 00	80 00	
Cotean du Lac	231 99	253	3,822 40	19 19	55	839 64	84 24	0 26	9 79		183 00			
Cotean Landing	510 89	754	12,869 64	82 99	147	1,866 92	198 64	0 98	32 73		280 00	32 00	40 00	
Cowansville	2,428 07	493	5,500 31	34 43	552	10,939 54	632 86	5 23	18 80	1 00	720 00		100 00	
Danville	2,112 01	1,735	17,314 23	109 95	512	8,143 77	449 74	2 73	49 24	74 21	720 00	100 00	120 00	
Daveluyville	182 25	203	6,129 62	25 30	37	857 79	26 95	0 75	16 10		140 00			
* Delorimier	517 98	15	71 57	0 87	4	80 88	2 75		0 18		120 00			
Deschambault	418 77	339	7,061 48	32 42	83	2,099 13	79 41	1 26	18 05	68 86	190 00			
D'Israëli	848 04	73	1,659 37	7 42	50	1,297 82	184 91	2 82	5 13		380 00	24 00	40 00	
Dixville	235 12	264	3,587 15	19 27	46	514 07	103 38	0 22	9 48		96 00			
Douglastown	199 62	53	1,661 64	6 64	20	551 49	46 65	0 81	4 21		86 00	6 00		
Drummondville (East)	1,119 02	986	12,885 86	70 69	496	8,255 18	784 97	3 34	37 38	21 99	440 00	30 00	60 00	
Drysdale (Montreal)	¶	1,859	15,686 68	135 04	48	615 13	395 46	1 52	39 43	7 44	100 00			
Dunham	767 69	804	9,700 75	55 02	232	4,329 14	186 57	0 69	27 08	10 45	300 00	4 00		
East Augus	1,120 29	361	5,221 06	30 36	80	1,594 05	145 52	2 79	14 52	7 18	400 00	2 00	40 00	
**East Broughton	288 87	2	130 00	0 45	1	7 59	8 40	0 38	0 32		108 00			
East Farnham	236 93	94	1,562 30	8 05	13	168 30	9 90	2 26	3 99		90 00			
Eastman	577 81	373	6,308 63	31 69	106	1,728 91	128 00	1 42	17 52	1 48	280 00	4 00		
East Sherbrooke (Sherbrooke)	2,633 71	29	608 17	3 12	102	1,246 44	152 37	1 68	3 34		460 00		60 00	
§Fairmount Ave. (Montreal)	¶	106	1,077 41	6 06					2 69		60 00			
Farnham	2,453 04	1,957	21,970 41	132 72	698	12,079 94	406 22	3 41	65 04	115 18	‡837 40	10 00		
Fitch Bay	301 60	412	3,674 94	24 45	61	1,162 88	50 14	1 12	10 77		160 00			
Forestdale	87 75	60	1,122 05	5 81	3	63 45	2 03	1 05	2 80		80 00			
Fort Coulonge	944 66	282	6,208 69	28 88	69	1,602 40	59 09	1 36	16 23		374 00	4 00	40 00	

‡ Including commission on box rents.
* Accounting from 1-4-02
† " " 1-6-02
a " " 1-9-01
** " " 1-5-02
§ Accounting from 1-10-01. ¶ Included with revenue of Montreal. = Including $50 arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Frampton	296 85	108	1,902 94	9 21	10	250 88	35 44	0 79	5 19	.....	120 00	6 00	.....
Franklin Centre	252 07	229	3,401 39	17 15	76	1,725 61	47 50	.....	10 63	.....	130 00	2 00	.....
Frelighsburg	525 84	864	12,405 79	66 20	101	1,800 24	79 84	1 31	32 27	24 51	286 00	10 00	.....
French Village	312 02	1	3 25	0 03	4	19 60	7 37	0 25	.....	.....	100 00	.....	.....
Fullum Street (Montreal)		354	5,565 99	31 62	5	165 79	64 40	1 02	13 92	4 23	100 00	.....	.....
Garthby Station	688 03	123	1,992 17	10 28	18	303 34	107 25	1 87	5 25	.....	240 00	4 00	.....
Gaspé Basin	1,081 50	918	25,329 02	116 92	216	3,825 61	173 78	3 51	66 20	18 66	410 00	120 00	40 00
Gentilly	507 26	325	9,750 49	39 19	81	1,995 56	64 13	0 40	26 24	.....	220 00	.....	.....
Georgeville	513 04	334	2,662 40	19 83	103	1,948 52	120 42	0 57	7 85	.....	250 00	10 00	.....
Gracefield	409 14	285	5,063 45	25 18	46	835 52	60 81	1 18	12 97	.....	168 00	.....	.....
Granby	3,833 49	2,556	27,201 02	163 35	1,010	14,303 17	792 78	3 99	81 17	9 65	1,130 00	36 00	180 00
Grandes Piles	350 26	317	7,660 32	35 08	28	732 17	40 76	0 36	19 16	.....	120 00	24 00	.....
*a*Grande Grève	302 03	3	3 00	0 00	.....	.....	15 56	.....	.....	.....	100 00	.....	.....
Grand Mère	1,372 37	58	927 48	5 41	111	2,886 55	92 07	0 30	3 07	.....	500 00	*b* 100 00	60 00
Grand Mère Village	1,201 17	1,731	37,407 56	170 33	54	1,522 83	80 45	1 13	93 82	.....	350 00	.....	40 00
Grand Metis	269 02	137	1,471 33	8 74	38	1,028 54	25 90	1 17	3 69	.....	194 00	.....	.....
Grand River	527 23	489	15,771 63	65 05	73	1,585 87	95 80	0 56	40 51	.....	210 00	.....	.....
Grenville	1,002 95	886	15,868 91	76 11	133	3,265 23	68 70	1 02	42 77	62 26	400 00	16 00	40 00
Grindstone Island	221 86	253	7,601 95	30 54	25	962 47	30 40	0 12	19 62	.....	92 00	10 00	.....
Grondines	275 17	74	1,584 52	7 05	21	752 54	100 79	0 68	5 24	.....	120 00	.....	.....
Guay	405 05	139	1,226 60	10 28	16	594 08	15 00	.....	3 05	.....	156 00	.....	.....
Hatley	452 18	426	4,508 37	27 97	85	975 95	151 20	1 40	12 61	1 36	210 00	.....	.....
Hebertville	442 12	329	7,835 45	34 46	75	2,171 39	158 68	2 18	20 84	.....	188 00	.....	.....
Hemmingford	642 87	152	3,648 82	16 52	119	2,443 79	58 65	1 19	11 40	98 25	320 00	44 00	40 00
Henryville	279 53	162	5,538 63	21 86	87	2,057 31	35 86	2 13	16 49	21 40	156 00	.....	.....
Hochelaga	2,910 76	722	8,606 54	58 69	213	4,321 65	129 63	0 86	22 96	31 60	672 00	.....	100 00
House Harbour	80 31	191	6,455 58	25 96	23	1,148 80	9 47	1 01	16 12	1 95	48 00	3 00	.....
Howick	716 75	201	6,041 33	24 75	99	2,378 60	63 10	3 94	16 08	64 73	270 00	.....	.....
Huberdeau	392 48	108	2,282 56	10 83	16	250 30	22 35	0 10	5 70	.....	130 00	30 00	.....
Hudson	166 22	19	300 24	1 53	47	1,637 20	34 00	1 04	1 93	0 01	80 00	.....	.....
Hull	4,890 24	1,489	25,310 92	129 65	1,077	21,524 67	1,284 67	4 77	60 41	97 04	$1,398 24	3 00	.....
Huntingdon	2,321 16	832	9,949 12	56 41	390	6,581 07	532 68	3 02	30 07	140 46	760 00	80 00	120 00
Iberville	862 81	381	3,494 89	24 06	342	6,248 32	293 21	0 95	14 66	.....	330 00	.....	40 00

Inverness	684 54	542	11,610 71	51 72	294	4,721 50	229 11	2 32	33 69	58 89	300 00	40 00	.....	
Isle Verte	743 66	120	2,101 87	11 72	69	1,432 71	87 26	1 67	6 28	.....	346 00	12 00	.....	
Joliette	3,526 56	1,302	20,179 36	106 16	1,542	33,803 78	1,034 80	4 95	63 26	10 98	‡964 51	120 00	.....	
Jonquieres	368 20	240	4,674 94	22 31	6	124 65	4 40	0 82	11 67	.....	122 00	4 00	.....	
Kamouraska	674 88	213	6,070 45	25 16	134	2,943 41	172 59	0 36	16 96	.....	240 00	38 00	.....	
Kazubazua	470 26	36	841 20	4 21	18	319 19	76 10	0 78	2 20	.....	150 00	6 00	.....	
Kingsbury	273 66	179	2,980 90	15 86	123	1,691 37	37 78	2 10	9 32	.....	164 00	8 00	.....	
Kingsey Falls	771 15	380	3,467 68	21 75	48	675 75	7 75	0 10	9 50	3 24	260 00	.....	.....	
Kinnear's Mills	172 74	270	3,101 64	18 18	41	1,311 93	11 30	0 51	10 33	12 03	110 00	.....	.....	
Knowlton	1,530 67	483	4,530 66	30 74	326	4,340 56	490 87	4 56	13 91	12 87	530 00	24 00	80 00	
LaBaie	493 01	136	1,871 43	9 65	71	1,298 98	66 70	0 15	5 37	.....	258 00	14 00	.....	
Labelle	846 87	837	20,812 12	93 49	119	2,865 90	124 35	1 10	52 67	.....	291 33	83 00	.....	
Lac à la Tortue	248 60	62	2,120 89	8 47	7	122 60	15 15	0 11	5 33	.....	100 00	20 00	.....	
Lachine	1,522 94	555	5,575 36	40 72	377	6,249 22	214 34	1 15	19 88	51 73	‡522 00	.....	.....	
Lachine Locks	1,279 78	486	9,758 11	51 14	92	1,718 11	46 10	5 51	25 42	.....	400 00	.....	40 00	
Lachute	1,968 82	1,246	15,896 41	89 07	521	9,307 36	637 67	3 11	43 63	201 82	660 00	60 00	100 00	
Lachute Mills	548 58	294	1,957 49	15 82	49	599 03	55 40	1 48	5 35	.....	240 00	.....	.....	
Lac Matapedia	646 27	271	4,203 03	21 59	11	238 15	81 80	1 78	10 75	0 40	250 00	2 00	.....	
Lacolle	668 96	653	9,982 02	49 44	142	3,086 16	99 98	0 42	28 18	74 14	320 00	18 00	40 00	
*La Conception	104 55	10	246 79	1 05	.....	.....	8 25	0 53	0 62	.....	36 00	.....	.....	
Ladysmith	214 24	185	5,446 39	21 43	8	61 54	9 31	.....	13 62	.....	108 00	2 00	.....	
Lake Mégantic	1,386 20	643	14,174 63	64 69	156	2,511 27	240 20	3 63	37 48	.....	400 00	.....	40 00	
Lake Temiscamingue	299 52	174	4,642 62	20 78	21	898 56	12 45	0 39	12 67	.....	140 00	30 00	.....	
Lambton	484 98	37	1,717 75	6 34	64	1,723 47	115 42	0 14	5 03	.....	227 00	.....	.....	
L'Annonciation	469 26	322	7,401 92	34 52	42	1,266 41	26 65	0 15	18 56	.....	140 00	4 00	.....	
Lanoraie	303 82	115	2,636 11	12 47	74	1,074 68	16 55	0 26	6 74	.....	100 00	.....	.....	
La Patrie	382 45	439	12,849 33	54 16	59	1,526 17	93 43	3 36	33 40	.....	140 00	32 00	.....	
La Prairie	613 38	411	6,444 38	33 28	233	4,496 96	245 90	1 44	18 43	37 57	‡316 39	.....	.....	
L'Assomption	964 02	525	7,142 20	39 59	273	4,529 96	262 53	1 50	20 26	.....	380 00	6 00	40 00	
†La Trappe	208 02	35	356 04	3 21	31	848 69	112 75	0 45	1 16	.....	80 00	.....	.....	
Laurentides	1,069 96	574	9,142 14	45 86	109	2,347 69	95 75	1 14	23 66	2 99	360 00	50 00	40 00	
Lauzon	546 16	299	4,929 69	26 47	197	3,660 85	139 80	0 76	16 17	.....	220 00	10 00	.....	
L'Avenir	361 57	428	6,656 79	33 26	92	2,086 44	37 11	1 14	18 85	.....	180 00	.....	.....	
Leeds Village	350 87	484	11,172 47	49 54	132	3,793 00	78 00	1 78	33 50	41 37	170 00	16 00	.....	
Lennoxville	1,707 57	986	10,137 16	66 24	440	6,776 59	510 31	1 94	31 19	8 92	640 00	20 00	80 00	
L'Epiphanie	510 06	298	5,966 64	26 28	134	2,369 89	77 18	0 60	15 48	20 19	200 00	100 00	.....	
Les Eboulements	303 91	358	7,785 07	31 65	171	5,718 38	93 09	0 71	27 69	.....	148 00	20 00	.....	
Levis	2,149 88	756	10,191 86	64 41	1,298	24,541 79	1,896 14	3 41	36 04	9 25	600 00	300 00	80 00	
Lime Ridge	213 57	.....	.....	.....	16	136 40	13 00	.....	0 75	.....	96 00	.....	.....	
Liniere	335 65	188	3,284 82	16 20	7	147 84	7 61	0 51	8 21	.....	116 00	38 00	.....	
L'Islet	616 64	452	9,549 23	45 02	212	4,487 39	277 41	2 27	25 92	.....	250 00	.....	.....	
Little Cascapedia	429 79	452	9,176 53	43 69	42	1,131 71	18 19	1 86	24 03	.....	190 00	.....	.....	
Little Metis	619 66	353	7,440 38	34 86	223	6,437 79	93 23	1 80	22 37	21 02	348 00	28 00	.....	
Long Point	907 04	173	1,178 26	10 07	50	1,455 53	12 90	.....	3 76	.....	310 00	.....	.....	
Longueuil	612 92	242	2,849 22	16 81	230	3,797 51	190 10	0 74	10 13	.....	300 00	.....	40 00	
Loretto	277 14	65	850 20	4 86	29	338 09	43 05	0 56	2 42	.....	108 00	.....	.....	
Lorne	190 97	11	205 63	0 93	2	60 00	0 75	0 60	0 75	.....	70 00	40 00	.....	
Lotbinière	289 06	357	8,374 38	37 79	101	3,096 65	103 65	2 07	24 69	19 94	144 00	142 00	.....	
Louiseville	1,195 34	546	9,524 75	48 49	267	1,844 23	323 21	2 98	26 82	.....	440 00	72 00	60 00	

a Accounting from 1-6-02. *b* Including $50 arrears. *Accounting from 1-5-02. †Accounting from 1-3-02, ‡Including commission on box rents.
‖ Included with revenue of Montreal.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Low	193 74	24	276 74	1 73	21	191 97	2 21	0 23	0 75	.....	96 00	3 00	.....
Lyster Station	308 12	124	2,605 97	11 88	40	693 28	42 01	1 47	7 75	22 22	124 00	80 00	.....
*a*McGill St. (Montreal)	*b*	11	77 70	0 79	.....	.....	.....	.....	.....	.....	13 99	.....	.....
Magog	2,500 52	1,094	17,609 54	101 69	529	7,438 47	401 97	8 98	51 43	18 07	840 00	10 00	120 00
Maisonneuve	2,233 37	356	6,682 62	31 66	110	1,780 18	58 90	0 97	17 55	.....	350 00	.....	60 00
Maniwaki	600 61	293	5,692 57	26 52	71	2,023 52	63 55	0 92	14 90	13 76	240 00	6 00	.....
Mansonville	562 51	342	4,569 95	25 11	96	1,565 65	70 50	.....	11 92	.....	260 00	10 00	.....
Marbleton	386 81	193	2,565 59	15 20	38	530 96	80 99	2 56	6 87	.....	190 00	8 00	.....
Maria	341 50	126	2,040 11	10 06	32	756 74	105 81	0 65	5 72	.....	108 00	.....	.....
Marieville	1,070 69	1,002	22,674 84	101 10	350	6,824 20	271 13	1 63	64 73	116 99	380 00	.....	40 00
Martinville	283 54	228	4,990 03	23 20	20	388 12	34 91	.....	13 20	.....	120 00	.....	.....
Massawippi	240 42	199	1,962 73	12 42	27	419 34	39 73	0 92	5 27	.....	112 00	.....	.....
Masson	476 51	294	3,236 64	18 61	64	1,103 10	16 25	0 91	8 98	.....	190 00	.....	.....
Matane	862 87	265	7,720 90	31 86	137	3,209 27	210 10	1 44	23 13	.....	350 00	106 67	40 00
Matapédia	596 00	380	6,790 98	33 02	55	961 95	23 48	0 10	17 70	8 83	316 00	28 00	.....
Melbourne	405 87	379	3,291 40	23 95	120	1,670 92	59 61	0 83	9 99	.....	246 00	130 00	.....
Metabechouan	811 77	2	79 00	0 25	8	229 20	64 79	0 66	0 95	.....	260 00	2 00	.....
Methot's Mills	270 13	3	36 40	0 26	9	274 64	11 88	.....	0 43	.....	100 00	52 00	.....
Mile End	640 67	69	1,506 52	6 82	100	1,236 76	77 75	0 72	3 96	.....	200 00	.....	.....
Monte Bello	723 08	529	12,855 01	55 64	149	4,331 30	289 40	1 73	32 99	47 31	260 00	16 00	.....
Montmagny	1,639 87	731	10,803 95	60 19	481	11,812 63	529 99	5 10	29 90	17 05	558 81	40 00	.....
Montmorency Village	665 14	84	949 62	5 29	24	520 10	14 60	0 74	2 62	.....	220 00	.....	.....
Montreal	491,351 82	19,222	268,045 65	2,186 09	136,647	1,882,701 44	160,583 01	*c*51 59	.....	.....	.....	.....	.....
Mount Royal Avenue (Montreal	*b*	378	4,706 76	29 14	23	341 21	101 00	0 44	11 88	.....	240 00	.....	.....
Murray Bay)	762 32	555	11,929 79	55 95	215	6,856 95	513 25	4 23	31 81	1 00	330 00	100 00	.....
Napierville	406 59	715	27,643 94	104 59	122	4,949 78	56 18	1 27	74 99	.....	210 00	2 00	.....
New Carlisle	888 35	450	12,213 10	53 47	251	4,279 25	246 19	4 05	35 38	1 70	350 00	.....	40 00
New Liverpool	133 54	45	669 51	3 59	10	147 50	22 00	38	1 85	.....	60 00	.....	.....
Nicolet	1,559 63	851	10,580 63	59 55	584	11,746 72	880 48	2 25	34 77	9 25	541 00	120 00	80 00
Nominingue	288 22	284	7,501 26	33 96	67	1,193 02	60 10	0 10	18 94	.....	90 00	19 50	.....
North Coaticook	277 08	138	1,512 65	8 98	21	232 86	32 53	0 34	3 95	.....	90 00	.....	.....
*North Ham	282 67	9	226 99	0 99	1	2 24	12 42	0 38	0 56	.....	100 00	2 00	.....

North Hatley	1,350 64	609	6,290 53	37 81	138	2,995 43	84 62	0 25	20 61		360 00	10 00		
North Nation Mills	259 63	108	1,255 15	7 38	22	183 48	35 00	1 20	3 13		110 00			
North Wakefield	237 63	19	396 16	1 55	9	190 62	11 20	2 37	0 99		90 00	20 00		
Notre Dame de Grace	333 29	6	125 10	0 54	10	66 62	34 02	0 17	0 75		156 00			
Notre Dame de la Salette	183 44	155	4,074 70	18 16	32	452 70	45 97	0 40	10 32	4 94	109 00			
Notre Dame de Lévis	1,235 58	473	5,534 43	33 67	113	1,637 13	153 18	0 34	15 17		444 00	12 00	60 00	
Notre Dame de Quebec	741 18	90	1,154 06	6 51	18	128 80	33 85	0 58	2 92		195 65			
Notre Dame de Stanb'dge	192 03	466	16,688 81	61 96	78	1,562 57	45 78	0 58	41 59	18 71	100 00			
Notre Dame du Lac	501 22	173	3,117 33	15 43	23	872 43	52 70	0 87	8 51		190 00	1 33		
Notre Dame du Laus	188 97	136	4,658 75	19 03	25	438 81	15 05	0 52	11 68		96 00	17 50		
Notre Dame Street West (Montreal)	*b*	713	7,976 92	57 16	43	596 41	33 85	0 37	20 86	4 23	360 00		200 00	
Ontario Street Centre (Montreal)	*b*	683	10,607 84	58 72	10	319 81	118 88	0 93	26 61		100 00			
Ontario Street East (Montreal)	*b*	95	1,839 77	8 42	4	47 58	1 00	0 75	4 62		100 00			
Ormstown	1,100 40	278	5,284 76	26 00	230	4,521 23	236 21	2 28	17 13	51 89	140 00	6 00	60 00	
Papineauville	848 29	911	20,349 01	93 30	280	3,954 12	753 94	3 42	51 76	30 82	350 00	8 00	10 00	
Paquette	206 93	69	2,443 82	9 70	15	337 63	9 60	0 63	6 28		100 00			
Paspebiac	939 74	400	12,569 29	53 62	299	10,165 44	179 16	3 82	37 90		360 00	220 00		
Peel Street (Montreal)	*b*	1,090	9,532 77	87 65	15	313 87	158 62	1 28	24 15	6 86	100 00			
Percé	567 83	518	8,516 48	47 89	115	3,270 00	225 50	2 09	24 70	12 32	266 00	100 00		
Phillipsburg, East	288 63	52	1,083 92	5 22	57	1,001 79	17 27	1 23	3 14		120 00			
Pierreville	964 47	413	11,536 53	49 42	282	6,561 57	105 95	1 28	37 54	24 27	340 00	52 00	40 00	
Plessisville	1,639 87	492	10,756 91	48 91	513	14,623 50	653 02	1 05	32 56	1 55	560 00	50 00	100 00	
d Plessisville Station	105 12	3	44 85	0 31	2	34 20	2 00		0 12		2 50			
Pointe au Pic	1,028 18	327	4,330 84	25 35	118	3,097 71	73 65	0 71	13 88		320 00	100 00	40 00	
Pointe aux Trembles (Laval)	207 20	69	1,131 60	6 07	51	836 31	59 80	0 82	3 19		84 00	4 00		
Pointe aux Trembles (Portneuf)	179 33	126	2,636 92	12 52	27	522 37	78 70	0 73	6 83		130 00	1 67		
Pointe Claire	311 67	175	2,802 92	14 54	107	2,739 54	89 50	0 19	9 09		132 00			
Pointe Gatineau	346 93	51	1,097 01	5 35	21	167 95	19 51	0 14	2 85		140 00	2 00		
Point Fortune	303 84	151	3,101 25	14 46	51	1,362 40	45 30	0 43	8 34		156 00	24 00		
Point St. Charles	7,066 06	1,268	13,492 31	126 07	502	7,932 52	261 05	0 81	41 45	70 56	1,100 00		140 00	
Pont de Maskinongé	417 23	492	9,375 63	45 16	64	1,462 02	46 98	1 46	24 17	7 17	200 00	8 00		
Pont Etchemen	369 27	176	2,909 83	14 36	36	676 37	12 30	0 34	7 34		144 00			
Pont Rouge	367 53	98	3,217 78	13 16	86	1,232 24	115 81	1 28	8 24		160 00			
Portage du Fort	614 65	295	2,879 83	18 75	104	2,341 31	171 03	1 25	7 87	11 09	320 00	2 00	40 00	
Port Daniel, East	159 12	71	1,249 23	6 27	35	926 42	37 10	1 09	3 91		72 00			
Portneuf	438 48	462	5,598 87	31 54	138	3,365 65	95 10	0 69	15 56		200 00			
Portneuf Station	255 45	120	1,691 63	9 20	9	228 30		0 47	4 24		110 00	6 00		
Price	256 75	146	2,845 52	12 58	7	268 02	21 50	0 82	7 16		**73 00			
Prince Arthur Street (Montreal)	*b*	1,218	12,951 92	101 89	104	1,425 91	301 84	1 37	34 63	19 48	100 00			
c Quai des Eboulements	87 30	7	118 71	60					0 23		44 00			
Quebec	50,904 72	6,442	89,195 81	625 56	17,933	393,426 74	25,408 75	‡45 25			†			

a Closed 1-3-02. *b* Included with revenue of Montreal. * Accounting from 1-4-02. † Including commission on Box Rents. ** Including $1 arrears.
c Accounting from 1-12-01. *d* Accounting from 1-5-02. *e* Commission to non-accounting offices, &c. ‡ Salary &c. entered in Auditor General's Report.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Quyon	982 56	716	17,235 61	76 93	223	5,140 80	249 31	2 18	47 71	51 14	360 00		40 00
Rachel Street (Montreal)	*b*	322	2,745 38	19 34	23	260 72	79 10	0 43	7 30		100 00		
Richmond, East	2,912 99	1,680	18,604 76	111 11	652	11,093 87	1,014 57	3 98	55 72	53 81	1,177 94	236 00	
Rigaud	784 24	604	11,013 36	53 20	196	3,821 06	349 88	1 07	28 38	25 56	330 00	10 00	40 00
Rimouski	2,479 86	1,021	15,107 01	83 55	1,549	20,634 70	3,323 91	11 40	46 52	33 16	673 05	16 00	
River Beaudette	361 96	205	3,817 89	18 82	49	1,136 78	31 60	1 28	10 97		170 00		
River Desert	890 07	1	0 60	0 03	6	94 75	38 40	0 23	0 80		300 00		
‡Rivière à Pierre	391 26	54	1,257 71	5 37	7	157 76	6 95		3 16		87 50		
§Rivière Bois Clair	211 50	140	5,332 68	20 77	8	173 93	54 85	0 80	13 33	1 10	80 00		
Rivière du Loup (en bas)	2,281 37	1,110	15,682 18	85 54	615	11,895 84	667 44	2 89	43 18	56 57	734 30	112 00	
Rivière du Loup Station	1,790 75	738	13,584 86	68 27	161	3,296 44	346 42	2 61	35 59	2 55	560 00		60 00
Rivière Ouelle	329 79	124	1,708 41	8 72	49	867 71	97 85	0 22	5 36		130 00	8 00	
Robertson's Station	244 87	145	2,594 24	12 39	26	512 49	25 70	0 58	6 65		120 00	36 00	
Roberval	1,520 42	200	2,992 36	17 57	219	7,261 78	320 70	1 41	10 71		440 00	53 00	60 00
Robinson	676 42	384	3,645 97	23 64	96	1,393 40	91 35	0 64	10 73		280 00	6 00	
Rockburn	258 35	85	829 84	4 19	29	801 59	22 60		2 52		130 00		
Rock Island	1,883 39	518	6,081 39	34 36	701	11,516 60	769 11	2 05	16 37		490 00		60 00
Roxton Falls	835 24	522	13,375 44	58 20	283	5,610 69	127 79	2 60	40 16	8 45	324 00	6 00	40 00
Roxton Pond	275 09	356	8,173 19	36 99	41	713 51	65 45	0 87	21 49		130 00		
Roy Street (Montreal)	*b*	416	6,133 11	33 49	3	93 72	102 89	0 43	15 33		100 00		
Ste. Adèle	168 84	486	7,737 30	39 73	127	3,868 40	161 27	0 95	19 40		170 00		
*a*Ste. Agathe de Lotbinière	354 55	1	21 24	0 10							150 00	10 00	
Ste. Agathe des Monts	1,588 55	1,051	18,593 36	90 35	319	9,471 13	341 89	0 90	19 07	8 89	440 00	16 00	60 00
St. Anné	432 09	350	9,642 05	40 03	166	5,168 89	63 55	0 89	26 97		200 00	25 79	
St. Alban	365 77	194	5,951 90	24 92	59	1,511 94	35 25	0 79	16 41		140 00		
St. Alexandre d'Iberville	301 69	305	6,751 16	30 76	104	1,355 64	4 10		18 01		120 00		
St. Alexandre de Kamouraska	398 05	240	5,301 60	24 19	85	2,733 24	85 35	1 51	15 24		192 00	10 00	
Ste. Anastasie	419 20	67	1,741 38	7 67	18	303 80	71 66	1 28	4 68		220 00	2 00	
St. André Avellin	608 59	360	8,329 33	37 38	95	3,357 69	197 38	1 99	22 28	14 57	232 00	4 00	
St. André de Kamouraska	362 83	136	3,423 58	15 20	163	4,651 91	85 48	1 71	9 14		144 00		
St. Andrews (East)	782 24	983	12,287 32	66 10	213	4,620 64	244 21	2 22	33 34	96 56	360 00		40 00

Ste. Anne de Beaupré	871 01	73	1,364 79	8 01	1,456	7,073 47	1,033 35	3 35	10 69	0 30	300 00		
St. Anne de Bellevue	742 87	331	6,100 01	31 25	97	3,121 78	135 28	1 16	15 79		300 00	4 00	
Ste. Anne de la Pérade	1,031 94	632	11,795 80	55 36	279	8,340 75	274 50	2 13	31 49	6 10	360 00	20 00	40 00
Ste. Anne de la Pocatière	1,208 54	589	8,198 65	45 09	236	5,560 51	271 60	1 13	24 45		410 00	10 00	40 00
Ste. Anne des Monts	211 23	144	3,416 73	16 22	36	974 64	43 13	2 31	9 45		102 00	40 00	
Ste Anne des Plaines	472 86	20	481 79	2 04	33	817 25	19 95		1 37		192 00		
St. Anselme	610 70	162	2,541 18	12 94	96	2,848 50	120 65	1 51	8 20		270 00		
St. Antoine (Lotbinière)	143 72	135	3,821 26	15 59	71	2,401 78	51 12	0 74	11 57		76 00		
St. Antoine (River Richelieu)	356 04	148	4,403 40	18 17	36	678 20	48 55	1 44	11 92		150 00		
St. Aubert	354 26	7	182 62	0 70	48	1,088 55	77 60	0 14	2 27		150 00	80 00	
*St. Augustine (Portneuf)	121 65	80	2,018 46	9 44	23	623 24	16 93	0 67	5 06		44 00		
St. Barthélemi	445 49	795	15,188 71	71 37	141	4,975 45	34 50	0 23	40 23	11 61	240 00	2 00	
St. Benoit	243 73	116	1,751 74	9 60	34	543 10	56 50	0 23	4 53		108 00		
St. Bernard de Dorchester	321 06	37	591 33	3 01	6	218 12	13 80	0 59	1 52		100 00		
Ste. Brigitte des Saults	209 47	181	4,125 95	18 15	12	160 30	4 94	0 51	10 40		100 00		
St. Camille	387 99	167	4,460 75	18 71	38	976 86	54 15	0 34	12 37		136 00		
St. Casimir	1,012 64	142	3,321 90	16 00	196	6,373 86	174 67	1 43	15 68	18 54	390 00	36 00	40 00
*Ste. Catherine	101 46	)	0 25	0 03							32 00		
Ste. Catherine Street, Centre (Montreal)	22,686 40	5,985	68,389 94	572 89	528	11,964 54	2,413 60	6 49	173 29	78 32	800 00		
cSte. Catherine Street, East (Montreal)	*b*	806	8,263 82	59 02	2	14 99	7 40		20 67		35 00		
Ste. Catherine Street, West (Montreal)	*b*	788	6,536 49	55 16	72	1,066 09	194 22	1 23	17 05	3 64	100 00		
St. Celestin	382 10	352	9,184 84	38 61	92	2,801 61	72 93	1 59	24 61		140 00		
St. Césaire	775 78	763	7,523 92	45 70	582	8,083 23	304 98	1 07	32 59	3 13	320 00	2 00	40 00
St. Charles (River Boyer)	483 03	175	5,856 79	24 35	121	2,921 98	152 61	2 02	16 52		204 00		
St. Charles (River Richelieu	768 20	194	5,013 39	21 63	66	1,613 08	22 95	0 68	13 36	54 54	434 00		40 00
St. Chrysostôme	527 60	472	13,877 54	57 34	120	2,646 19	129 26	2 60	37 82	76 66	230 00	10 00	
Ste. Claire	384 41	127	4,407 63	17 87	31	1,619 58	12 37	0 88	11 28		140 00	4 00	
St. Clet	254 38	72	1,298 64	5 92	15	446 62	7 05		3 31		120 00	30 00	
Ste. Clothilde	280 52	40	822 76	4 02	3	119 20	20 46		2 05		110 00		
St. Constant	238 56	108	2,582 80	11 64	18	449 71	34 15	1 56	6 82		84 00		
Ste. Croix	359 03	214	7,460 87	29 94	117	3,413 23	122 25	1 72	23 23		198 00		
Ste. Cunegonde	5,077 33	576	7,719 57	55 38	241	2,816 97	123 09	2 28	20 22		700 00		120 00
St. Cuthbert	266 40	327	7,312 54	33 48	62	1,107 40	32 30	0 53	20 46	32 98	120 00		
St. Cyrille de Wendover	642 82	361	9,835 33	40 48	87	2,154 63	69 68	0 79	26 63		280 00	1 83	
dSt. Damien de Buckland	225 83	29	634 61	2 98	6	180 50	30 40	0 35	1 62		76 00		
St. David d'Yamaska	371 05	355	9,627 26	38 12	101	3,163 31	12 90	0 35	27 83		176 00	10 00	
St. Denis (River Richelieu)	531 77	443	11,508 78	47 92	76	1,937 66	52 74		30 47	45 14	180 00		
St. Denis Street (Montreal)	*b*	1,338	17,059 52	108 34	49	758 24	581 95	3 19	42 96	4 02	100 00		
Ste. Elizabeth	193 38	129	3,783 80	15 15	42	2,140 74	8 00	1 61	10 74		101 00		
St. Eloi	337 37	57	1,320 21	5 76	12	142 00	14 40	1 00	3 53		108 00	10 00	

‡ Accounting from 1-12-01. § Accounting from 1- 9-01. | Including commission on Box Rents. * Accounting from 1-6-02. *a*Closed 1-10-01.
b Included with revenue of Montreal. *d*Accounting from 1-2-02. *c* Accounting from 1-1-02.

APPENDIX C *Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Ste. Emélie de Lotbinière	347 24	136	2,989 73	13 43	25	1,047 07	27 50	0 63	9 03	.....	132 00	.....	.....
St. Ephrem de Tring	462 22	107	2,149 34	9 89	47	1,254 42	69 69	3 02	6 01	.....	a177 00	1 00	.....
St. Ephrem d'Upton	693 73	159	2,209 12	12 40	69	1,378 78	119 29	1 02	6 34	.....	280 00	30 00	.....
St. Esprit	214 38	237	8,342 66	32 56	22	649 53	29 22	0 42	20 19	.....	100 00	.....	.....
St. Eustache	515 53	415	7,046 94	34 49	214	7,977 11	139 90	0 80	22 70	.....	248 00	16 00	.....
St. Évariste de Forsyth	376 09	15	268 65	1 35	25	880 89	32 45	0 11	0 84	.....	a137 00	3 00	.....
St. Fabien	498 48	193	4,358 67	19 67	83	1,544 75	92 54	1 68	12 04	.....	224 00	.....	.....
†Ste. Famille	104 82	3	127 64	0 53	2	90 00	.....	.....	0 32	.....	32 00	.....	.....
St. Felicien	370 68	198	5,433 41	22 87	23	824 80	53 17	1 34	14 09	.....	181 50	30 00	....
St. Felix de Valois	398 56	552	11,490 59	52 50	113	2,628 70	80 78	1 19	33 17	.....	168 00	24 00	.....
St. Ferdinand	760 81	164	3,275 01	15 35	52	767 06	140 91	1 25	8 78	.....	360 00	50 00	40 00
St. Flavien	221 36	166	4,308 91	18 66	33	833 81	83 71	0 82	11 92	.....	132 00	.....	.....
Ste. Flavie Station	760 14	640	12,416 80	59 19	86	2,619 46	106 49	3 21	32 59	51 29	378 00	24 00	40 00
Ste. Flore	558 86	202	6,471 77	25 67	31	719 85	22 38	1 47	16 47	.....	220 00	.....	.....
St. François Beauce	456 63	173	1,793 54	11 76	118	2,542 73	96 35	0 49	7 15	.....	150 00	20 00	.....
St. François du Lac	492 73	244	5,598 22	24 33	95	2,367 99	109 93	0 86	15 56	.....	184 00	.....	.....
St. François, Montmagny	349 28	126	4,151 50	15 90	52	1,633 97	84 50	0 89	11 73	.....	130 00	.....	.....
St. François, North-East	1,141 75	341	3,253 47	21 26	46	759 45	289 96	1 51	8 21	.....	380 00	4 00	40 00
St. Gabriel de Brandon	791 77	826	18,778 17	82 49	207	5,839 26	94 58	0 39	53 16	.....	330 00	36 00	40 00
St. Gabriel de Montreal	1,478 41	337	3,800 61	24 65	23	427 40	13 80	0 45	9 72	.....	412 00	.....	40 00
†St. Gabriel Station	122 39	18	350 20	1 36	.....	.....	.....	.....	0 87	.....	36 00	2 00	.....
St. Gédeon	347 78	20	359 16	1 83	31	496 38	18 34	1 02	1 18	.....	120 00	.....	.....
Ste. Geneviève	251 64	4	130 83	0 53	2	20 00	8 20	.....	0 32	.....	135 00	6 00	.....
Ste. Geneviève de Batiscan	618 03	345	5,499 78	27 10	170	3,127 57	241 45	1 68	14 22	1 64	270 00	.....	
St. George, Beauce	496 89	92	2,049 06	9 12	72	2,511 98	42 90	0 25	6 94	.....	200 00	16 00	
St. George de Windsor	214 46	128	3,192 39	14 03	61	1,678 08	20 62	0 85	9 51	.....	110 00	.....	.....
St. George (East)	850 57	263	4,931 44	23 71	61	1,455 13	48 71	0 14	12 69	1 86	320 00	6 00	.....
St. Germain de Grantham	483 63	426	6,071 60	31 59	156	4,168 78	94 88	0 97	18 73	.....	220 00	.....	.....
St. Germain de Kamouraska	291 97	.....	.....	.....	3	54 00	15 25	.....	.....	.....	96 00	.....	.....
Ste. Gertrude	287 80	109	3,016 01	13 42	31	788 90	25 30	0 65	8 86	.....	130 00	.....	.....
St. Gervais	367 65	300	9,109 61	36 97	65	2,013 63	71 82	1 51	24 24	.....	160 00	46 00	.....

St. Grégoire	437	24	366	10,604	72	45	48	129	2,815	54	92	20	2	29	28	62	180	00				
St. Guillaume d'Upton	525	64	324	5,964	83	29	07	156	4,175	46	72	27	0	83	18	93	303	00	24	00		
Ste Hélène de Kamouraska	298	67	4	142	00	0	55	16	495	24	48	50	0	98	1	35	140	00				
Ste. Henedine	289	30	35	1,377	78	5	24	31	1,414	28	120	80	0	87	3	69	132	00				
St. Henri de Levis	335	64	221	5,122	14	22	17	255	6,497	21	71	72	0	70	16	39	172	00	30	00		
St. Henri de Montreal	4,723	27	1,209	13,932	16	90	93	439	7,373	75	205	82	0	49	40	31	26	33	‡616	25		
St. Henri Station	438	61	21	80	30	0	80	323	3,321	33	1,727	80	2	27	0	21	120	00	2	00		
St. Hilaire Station	202	46	320	7,238	83	32	45	71	1,473	82	55	80	1	07	19	43	120	00	160	00		
St. Hilarion	90	18	90	2,090	63	9	25	10	1,222	84	5	80	0	53	6	38	48	00				
St. Honoré	300	68	16	549	84	2	49	21	571	02	27	65			1	50	140	00				
St. Hughes	331	90	86	1,300	93	6	91	92	3,214	06	13	00	0	93	7	10	144	00	3	37		
St. Hyacinthe	8,777	68	1,356	15,800	29	103	39	3,126	55,939	38	3,002	21	10	71	68	40	23	67	‡2,501	33	247	83	
Ste. Irénée	176	41	209	3,942	01	17	99	38	1,101	00	14	50	0	16	10	52			56	00		
St. Isidore, Dorchester	276	53	138	2,860	55	13	12	58	2,281	73	33	05	0	84	8	28			130	00		
St. Jacques	437	03	315	7,972	77	34	80	206	4,469	99	126	44	3	47	21	02	6	34	170	00		
St. Jean Baptiste, Montreal	2,367	56	682	8,396	80	58	64	80	1,381	03	127	79	0	51	22	74			600	00			80	00
St. Jean des Chaillons	557	14	527	12,909	45	55	89	137	4,326	03	103	15	1	43	37	42			200	00	20	00		
St. Jean d'Orleans	411	86	164	3,594	86	16	48	20	750	00	22	2	0	13	8	98			70	00		
St. Jean Port Joli	644	12	260	8,526	77	34	27	136	3,062	55	109	36	2	12	22	44			250	00		
St. Jerome	2,596	92	1,234	13,143	71	81	13	1,297	26,403	09	854	52	2	70	35	79	73	92	‡739	27	24	00		
St. John's (East)	6,912	44	1,049	13,527	64	79	01	1,453	18,420	84	1,731	02	8	82	39	82	107	33	‡1,635	09	11	66		
St. John Suburb (Quebec)	4,131	87	1,527	13,841	85	93	97	45	589	83	370	55	1	92	34	82	1	47	800	00			400	00
St. Joseph d'Alma	300	81	8	509	15	1	83	21	797	31	28	80	1	10	1	58			140	00	14	50		
St. Joseph de Beance	1,144	51	490	6 244	24	33	70	177	5,173	11	271	32	1	10	17	66	0	03	408	00	2	00	40	00
St. Jovite	593	38	485	13,903	22	57	76	115	4,426	32	146	73	2	30	35	42			252	00				
Ste. Julie de Somerset	678	16	16	474	68	2	09	44	1,050	68	56	60	0	59	1	86			230	00				
Ste. Julienne	197	69	328	7,206	10	32	88	126	2,074	91	87	79	0	91	18	54			90	00				
St. Justin	246	73	176	5,477	91	22	17	120	1,022	28	176	18	1	80	15	06	26	94	190	00				
St. Laurent, Montreal	826	28	168	2,675	83	14	20	184	3,518	07	62	26	0	32	11	67			300	00				
St. Lawrence St. Centre (Montreal)			1,520	16,324	76	152	75	53	656	93	103	50	1	09	41	21	6	12	300	00				
*St. Lazare de Bellechase	218	62	2	292	20	1	05	1	54	00	2	25	0	30	0	73			80	00				
St. Léonard d'Aston	379	92	37	1,113	47	4	62	28	781	84	26	96	1	58	3	30			160	00				
St. Louis de Gonzague	312	20	286	6,638	50	29	31	18	1,165	73	22	50	0	47	17	30			150	00				
Ste. Louise	230	53	50	1,056	51	4	55	24	617	48	32	46	0	84	3	09			120	00				
St. Louis Sq're (Montreal)			198	1,875	06	13	33	6	95	90	32	60	0	23	4	70			100	00				
Ste. Luce Station	273	67	76	2,079	64	8	36	18	180	96	70	49	1	43	5	51			128	00	16	00		
*St. Ludger	128	79	95	2,643	14	10	87		9	00	0	59	0	84	6	61			56	00				
St. Magloire	215	46	254	5,798	26	24	51	15	339	00	0	77	0	56	15	16			108	00	2	00		
Ste. Marguerite de Dorchester	352	03	22	1,164	50	4	14	25	746	00	38	52	0	52	4	65			140	00				
Ste. Marie Beauce	1,311	09	24	333	81	2	66	2	80	6,221	66	323	85	1	17	1	59			480	00	20	00	60	00
Ste. Martine	549	28	154	3,267	64	15	18	99	2,855	17	186	31	1	59	13	54	0	25	236	00				
St. Michel de Bellechasse	537	26	221	6,578	80	26	99	99	2,837	03	117	00	1	29	17	49			270	00				
Ste. Monique de Nicolet	385	02	49	2,244	59	7	99	43	869	65	94	55	0	58	6	82			148	00	2	00		
St. Narcisse	a64	47	40	885	29	4	10	26	443	09	16	88	0	16	2	48			130	00				

*Accounting from 1-4-02. †Accounting from 1-5-02. ‡Including commission on box rents. ¶ Accounting from 1-1-02. ||Included with revenue of Montreal.
a Including $1 arrears.

STATEMENT showing the Accounting Offices in Operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Norbert d'Arthabaska	244 12	24	620 20	3 01	27	958 18	72 55	0 51	2 38	.....	120 00	2 00	.....
St. Octave	432 80	207	3,757 26	17 10	42	881 18	76 66	0 46	9 90	.....	184 00	.....	.....
St. Ours	606 48	309	6,884 47	30 59	124	3,203 64	88 19	0 59	20 30	.....	200 00	6 00	.....
St. Pacôme	418 50	25	1,008 62	3 52	46	983 52	1 15	.....	3 53	.....	160 00	.....	.....
St. Paschal	814 40	127	2,927 89	13 68	147	4,227 13	134 40	1 77	12 66	.....	250 00	4 00	.....
St. Patrick's Hill	253 50	223	5,515 55	23 41	54	1,029 01	42 05	.....	15 34	19 35	120 00	.....	.....
*St. Paul de Chester	388 07	8	30 25	0 35	.....	.....	3 80	0 38	.....	.....	170 00	.....	.....
St. Paul's Bay	844 20	675	20,626 09	83 41	340	9,688 23	259 02	1 71	61 64	.....	380 00	20 00	40 00
St. Philippe d'Argenteuil	335 06	375	5,877 60	29 88	53	1,611 07	21 70	0 23	14 73	39 14	130 00	2 00	.....
St. Philippe de Néry	230 18	263	4,620 74	22 88	50	966 35	35 45	0 17	12 54	.....	140 00	.....	.....
St. Pie	409 13	488	10,751 61	48 46	158	2,212 45	127 89	2 35	28 77	75 67	170 00	16 00	.....
St. Pierre les Becquets .	521 18	252	5,855 92	24 92	76	1,628 00	59 40	0 61	16 45	.....	310 00	90 00	.....
St. Pierre, Montmagny.	255 87	180	4,137 62	18 29	51	1,329 50	62 89	0 10	11 01	.....	110 00	28 00	.....
St. Polycarpe.	317 52	466	7,901 87	39 27	66	970 31	126 66	0 22	20 43	.....	160 00	22 00	.....
†St. Prime	213 80	1	1 00	0 03	.....	.....	25 50	0 71	.....	.....	96 00	.....	.....
St. Raphael East	313 47	159	5,037 51	19 96	61	1,524 05	109 69	1 52	13 99	.....	140 00	71 00	.....
St. Raymond	844 78	655	11,271 63	57 79	128	4,465 22	89 55	1 31	30 62	12 21	301 50	.....	.....
St. Remi	751 47	856	17,754 45	81 29	425	16,430 93	310 70	0 63	52 17	39 20	270 00	20 00	.....
St. Roch de Quebec	8,100 72	2,378	35,339 07	216 40	896	16,549 30	1,380 51	6 63	91 93	44 93	600 00	.....	700 00
St. Roch des Aulnaies ...	227 19	45	1,016 98	4 24	46	603 40	30 98	0 68	2 61	.....	90 00	.....	.....
Ste. Rose.	297 41	118	1,737 76	9 02	53	904 07	49 74	0 75	4 49	.....	130 00	2 06	.....
St. Romuald d'Etchemin	640 90	600	12,119 17	56 65	98	2,562 92	44 87	13	31 12	.....	280 00	24 00	.....
St. Samuel de Gayhurst .	368 45	26	822 20	3 55	4	109 58	38 22	0 86	2 05	.....	146 00	2 00	.....
St. Sauveur de Quebec ..	2,458 35	668	11,852 60	62 23	235	3,245 36	332 90	2 89	31 41	13 57	620 00	.....	387 50
St. Sauveur des Montagnes	166 32	129	2,090 32	10 72	35	956 38	11 00	.....	5 46	.....	90 00	.....	.....
St. Scholastique	800 87	781	18,116 07	79 45	273	5,828 47	286 89	1 12	46 82	102 57	348 00	80 00	40 00
St. Sebastien de Beauce..	386 31	1	17 00	0 10	22	482 12	29 12	0 77	0 88	.....	‡163 00	.....	.....
St. Simon de Rimouski ..	270 17	95	1,700 76	8 14	17	635 74	26 27	1 17	4 43	.....	148 00	.....	.....
Ste. Sophie de Levrard ..	300 82	62	1,893 10	8 15	11	243 07	37 55	0 45	5 09	.....	110 00	.....	.....
St. Stanislas de Champlain	509 10	139	2,961 29	13 22	98	4,766 74	26 07	.....	8 06	.....	190 00	.....	.....
St. Stanislas de Kostka ..	568 73	157	3,120 04	14 34	22	269 77	23 18	.....	7 81	.....	200 00	8 00	.....

St. Sylvester East.	318 34	286	6,141 24	27 33	92	2,438 02	58 70	0 69	19 36	.....	140 00	.....	.....	
Ste. Thècle..	346 26	272	6,502 29	28 55	23	888 48	48 36	1 73	16 29	.....	120 00	8 00	.....	
Ste. Thérèse de Blainville	912 31	663	11,690 63	58 88	361	8,465 88	221 70	0 67	32 89	35 57	360 00	40 00	.....	
St. Tite.	848 18	551	15,083 83	62 58	79	1,877 15	75 91	1 71	38 03	.....	300 00	.....	.....	
St. Ubalde	283 46	182	4,774 31	20 13	41	1,355 29	19 47	2 01	12 00	.....	140 00	.....	.....	
St. Valier	203 20	172	3,597 52	16 34	83	2,064 40	189 15	0 36	10 19	.....	78 00	.....	.....	
St. Victor de Tring	528 34	68	902 22	4 84	21	605 07	45 40	0 49	2 44	.....	‡187 00	24 00	.....	
St. Vincent de Paul	516 67	234	2,577 43	16 46	96	1,314 78	195 20	0 67	7 79	.....	190 00	.....	.....	
St. Zephirin	271 23	172	5,324 19	20 97	26	1,274 94	22 72	.....	13 34	.....	120 00	6 00	.....	
Sandy Bay	421 97	228	4,659 01	21 04	36	2,184 35	51 35	1 29	15 14	10 93	188 00	.....	.....	
Sans Bruit	899 12	100	717 43	5 76	2	11 71	3 65	0 20	1 79	.....	270 00	.....	.....	
Sault au Récollet	360 36	128	2,371 74	11 82	39	1,056 30	81 90	0 22	6 20	.....	156 00	2 00	.....	
Sawyerville	873 14	426	9,225 67	42 99	112	2,023 65	86 02	4 48	24 71	11 19	340 00	10 00	40 00	
Sayabec Station	385 57	2	13 00	0 16	11	568 69	29 85	0 24	0 77	.....	138 00	11 00	.....	
Scotstown	826 54	493	8,488 15	43 40	142	3,027 55	47 33	1 74	26 23	12 95	330 00	50 00	40 00	
Scott Junction	292 27	113	1,250 74	8 01	61	3,975 11	39 70	0 69	3 48	.....	132 00	28 00	.....	
Shawenegan Falls	2,096 66	1,161	25,653 76	120 70	228	6,414 16	152 75	3 51	65 47	0 08	430 00	.....	60 00	
Shawville	1,322 39	829	13,047 86	66 14	275	4,841 89	494 57	2 64	34 58	25 99	440 00	30 00	60 00	
Sherbrooke	18,640 40	1,322	13,393 50	102 78	4,603	73,625 54	6,717 63	.....	.....	.....	‡‡	.....	.....	
**Sillery Cove	120 94	15	363 24	1 51	2	7 70	7 75	0 21	0 91	.....	15 21	.....	.....	
Sorel	2,751 16	1,797	26,536 66	146 64	857	17,044 41	848 76	4 68	77 20	6 08	a865 60	200 00	.....	
South Durham	675 38	369	5,384 43	27 84	99	2,756 78	57 35	0 52	14 35	22 09	280 00	12 00	.....	
South Quebec	736 97	40	755 78	4 08	21	129 79	45 70	0 82	2 03	.....	320 00	.....	.....	
Stanbridge, East	465 58	490	5,979 93	33 36	61	1,096 80	52 47	1 92	16 42	.....	232 00	.....	.....	
Stanfold	947 51	278	6,617 49	28 84	171	4,630 33	113 56	3 36	23 18	4 37	423 33	64 00	50 00	
Stanstead	1,072 41	494	4,876 25	31 00	214	3,647 17	319 38	1 42	14 87	2 62	500 00	100 00	80 00	
Stonefield	131 05	110	1,283 07	7 80	53	416 73	37 45	.....	3 27	.....	90 00	.....	.....	
Sutton	1,245 55	1,053	12,101 08	70 41	217	3,116 51	242 76	1 84	45 14	44 36	420 00	.....	40 00	
Sutton Junction	275 05	62	515 96	3 15	26	503 75	26 60	0 42	2 12	.....	140 00	.....	.....	
Sweetsburg	583 49	427	5,409 22	30 49	155	1,709 39	190 30	3 39	14 34	0 18	270 00	.....	.....	
Tadousac	553 57	493	18,658 44	70 80	78	2,636 77	110 94	3 57	47 38	.....	300 00	44 00	.....	
Terrebonne	1,608 91	487	9,676 73	46 91	1,466	35,432 39	610 63	1 69	27 23	32 01	430 00	10 00	40 06	
Thetford Mines	2,405 19	533	8,608 89	43 72	157	4,412 06	203 60	6 26	24 80	.....	600 00	5 66	80 00	
Three Rivers	7,759 15	949	15,197 84	86 93	2,234	46,193 61	2,412 17	6 72	46 20	16 91	a2,066 62	371 46	.....	
Thurso	651 84	736	11,551 31	59 34	141	3,224 35	286 46	1 80	29 68	24 06	310 00	20 00	40 00	
Trois Pistoles	1,067 48	889	22,877 95	96 09	180	5,186 82	133 67	2 15	64 09	14 00	436 00	26 00	40 00	
Ulverton	540 71	160	3,451 53	16 32	120	1,781 35	157 67	2 05	9 07	.....	220 00	.....	.....	
Valleyfield	4,406 55	2,254	27,798 14	189 48	776	13,763 84	1,670 98	13 52	78 21	24 38	1,180 00	16 00	.....	
Varennes	394 27	272	6,480 59	29 43	51	1,388 37	55 59	0 53	16 85	.....	150 00	.....	.....	
Vaudreuil	363 06	188	3,228 34	16 03	75	1,069 98	164 21	0 60	8 43	.....	160 00	.....	.....	
Verchères	309 56	3	144 00	0 50	91	1,646 38	104 30	0 15	0 82	.....	120 00	12 00	.....	
Victoria Ave., (Westm't)	b	77	497 36	4 25	10	171 80	47 50	0 46	1 27	.....	55 00	.....	.....	
Victoriaville	2,837 70	931	9,527 34	57 86	700	16,697 66	731 20	2 45	29 14	0 61	a681 67	80 00	.....	
‖Viger	221 28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Village Richelieu	333 06	125	3,316 73	14 22	6	87 45	15 94	0 20	8 32	.....	130 00	6 00	.....	
Ville Marie	393 68	481	16,696 81	66 45	118	5,433 19	35 73	0 98	43 94	.....	180 00	12 00	.....	
Visitation St., (Montreal)	b	339	4,121 84	26 37	15	190 39	32 25	0 33	10 45	.....	100 00	.....	.....	
Wakefield	563 92	131	3,168 11	13 77	74	1,229 31	163 21	1 30	8 60	.....	246 00	.....	.....	

* Accounting from 1 6 02. † Accounting from 1 2 02. ‡ Including $81 arrears. ** Accounting from 1 12 01. a Including commission on box rents.
[b Included with revenue of Montreal. ‖ Closed 1 9 01. ‡‡ Salary, &c., entered in Auditor General's report.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Warwick	680 12	604	9,583 74	47 22	170	3,907 44	173 95	1 52	27 16		320 00	60 00	40 00
Waterloo (East)	2,478 95	1,344	13,471 71	86 02	856	13,364 96	1,261 39	4 32	46 78	9 20	800 00	6 00	120 00
Waterville	1,031 71	359	6,186 49	33 51	141	3,226 79	94 53	2 76	17 33		380 00		40 00
Weedon Station	485 30	181	3,569 84	17 51	52	923 01	142 78	2 54	10 18		240 00	20 00	
Wellington St., Montreal	‡	473	3,361 02	38 41	6	59 05	1 50	0 42	8 41		100 00		
West Brome	191 53	162	2,694 44	15 66	41	583 69	66 91	1 21	7 32		135 00	4 00	
West Broughton	306 32	19	846 37	3 15	17	484 00	18 35	0 43	2 37		120 00	2 00	
Westmount	4,882 01	1,487	12,435 43	109 23	575	8,846 37	553 00	5 58	38 79	26 46	360 00		
Wickham West	257 89	177	3,645 98	15 99	54	1,125 81	52 63	1 68	10 57		136 00		
Windsor Mills	2,107 42	715	15,134 78	72 15	298	4,720 73	235 90	6 02	42 33	15 51	640 00	8 00	80 00
Wolfstown	325 42	114	2,692 31	12 01	10	131 74	21 72	0 85	6 75		130 00	4 00	
Wotton	522 28	377	5,370 12	27 61	100	3,244 06	85 60		14 85		268 00	10 00	
Yamachiche	659 84	520	7,297 99	39 85	112	2,080 58	114 35	0 16	20 51	97 79	330 00	50 00	40 00
Non-Accounting Post Offices	118,447 28										52,965 22	1,802 56	
LESS—Value of postage stamps affixed to postal notes	1,062,453 58 1,272 00												
Totals	1,061,181 58	210,652	3,460,115 49	19,095 66	231,954	3,817,344 26	277,013 90	764 06	8,631 67	4,575 33	178,407 46	9,733 33	7,167 50

‡ Included with revenue of Montreal

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Stores Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and allowances paid to the Postmaster at each Office respectively, during the year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Acadia Mines	984 43	705	7,181 00	45 85	420	6,427 03	104 17	2 53	24 70	.....	470 00	24 00	60 00
Advocate Harbour	693 81	1,004	13,863 99	74 28	150	2,834 34	36 24	1 95	38 88	4 38	216 00	18 00	.....
Amherst	9,849 66	1,515	19,518 72	110 68	4,035	71,108 55	2,643 20	9 66	67 03	.....	*2,491 41	100 00	.....
Annapolis	2,520 16	1,857	17,667 61	116 00	821	14,235 55	528 27	2 05	58 58	26 93	*799 88	80 00	.....
Antigonishe	3,550 98	1,453	18,381 80	104 12	2,497	61,202 46	928 44	3 39	101 90	26 71	*1,022 00	300 00	.....
Arichat	772 75	1,741	45,819 10	194 66	965	23,297 78	138 00	0 71	148 49	.....	†350 00	36 00	.....
Athol	196 40	121	1,415 52	8 20	29	1,118 19	3 39	0 68	5 51	.....	72 00	8 00	.....
Auburn	267 39	319	3,222 28	19 36	72	800 65	22 05	0 41	8 37	.....	140 00	2 00	.....
Avonport Station	166 15	80	943 13	5 02	46	603 04	13 70	0 16	3 03	.....	90 00	8 00	.....
Aylesford	770 88	851	10,264 68	58 30	354	5,290 07	293 65	1 64	30 03	32 56	300 00	30 00	.....
Baddeck	1,166 78	820	11,813 83	63 10	470	12,124 60	110 33	1 66	45 84	50 97	448 00	50 00	.....
Baily's Brook	144 25	30	525 78	3 07	49	1,310 51	8 80	74	1 79	.....	60 00	4 60	.....
Barrington	519 22	789	11,090 44	60 32	390	9,494 36	73 53	1 74	42 29	.....	310 00	140 00	.....
Barrington Passage	367 49	201	2,588 04	14 90	95	2,112 88	27 10	0 88	7 74	.....	192 00	120 00	.....
Barronsfield	141 73	54	746 59	4 25	9	288 29	1 00	0 38	2 15	.....	72 00	.....	.....
Bass River	519 27	511	6,843 93	36 66	147	4,166 65	57 42	0 68	19 80	12 04	215 00	4 00	.....
Bayfield	120 26	120	1,587 59	9 07	138	2,090 95	65 65	0 84	6 34	.....	60 00	.....	.....
Bear River	1,346 37	1,456	14,791 86	90 26	367	7,475 38	81 25	0 95	47 52	.....	440 00	5 50	40 00
Bedford	552 59	212	2,719 17	15 01	75	806 53	31 40	0 11	7 45	.....	225 00	14 67	.....
Berwick	1,559 47	1,230	15,585 66	87 42	727	11,830 87	344 07	2 55	50 77	19 06	490 00	50 00	60 00
Bill Town	496 27	147	2,284 17	11 36	46	537 62	33 00	.....	6 01	.....	200 00	8 00	.....
Boylston	228 14	180	3,881 05	18 21	156	2,023 62	40 35	0 97	12 19	.....	90 00	20 00	.....
Bridgeport	287 82	421	6,180 81	34 96	23	334 18	5 00	.....	15 94	.....	130 00	.....	.....
Bridgetown	2,405 61	1,702	16,131 82	103 33	1,048	16,957 92	450 99	2 94	54 47	5 89	760 00	28 00	120 00

* Including commission on Box Rents. † Including $1.78 arrears.

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Bridgeville	257 66	182	2,725 76	14 96	131	3,308 77	23 49	0 33	12 46	0 30	170 00	.....	.....
Bridgewater	3,067 94	2,884	38,591 11	212 10	1,034	19,876 40	324 94	1 87	114 79	37 67	920 00	180 00	140 00
Broad Cove Chapel	52 52	33	913 23	4 01	28	692 31	0 60	0 12	3 16	.....	24 00	.....	.....
* Broad Cove Mines	207 68	54	812 21	4 47	16	485 41	1 66	0 11	2 03	.....	76 00	.....	.....
Brookfield (Colchester)	442 03	213	2,643 82	16 84	122	2,122 94	52 70	1 05	8 96	.....	168 00	80 00	.....
Brooklyn (Queen's)	187 40	207	2,162 38	13 16	94	1,832 40	7 55	0 39	9 70	.....	86 00	.....	.....
Caledonia Corner	429 85	594	10,651 83	52 25	247	5,095 56	110 45	0 96	33 06	16 12	268 00	76 00	.....
Caledonia Mines	472 33	680	8,093 89	74 14	23	383 56	.....	.....	20 84	.....	200 00	.....	.....
Cambridge Station	389 70	201	2,724 08	13 92	113	1,451 69	27 01	1 15	8 01	.....	200 00	24 00	.....
Canning	1,263 53	1,968	25,925 08	143 28	131	9,916 92	129 54	1 28	71 14	13 10	440 00	30 00	60 00
Canso	1,563 23	2,440	29,460 12	176 52	361	6,837 34	97 35	1 18	75 65	13 21	506 00	.....	60 00
Cape North	133 96	173	4,760 30	19 77	34	814 02	26 61	0 62	12 94	.....	60 00	10 00	.....
Chester	1,046 68	936	18,052 85	87 50	279	6,422 73	127 84	2 08	52 51	18 84	350 00	30 00	40 00
Chester Basin	492 56	252	4,458 43	21 43	95	1,900 18	59 05	0 90	11 75	.....	200 00	20 00	.....
Cheticamp Chapel	22 46	179	4,466 87	19 22	52	1,467 96	.....	.....	11 36	.....	13 33	.....	.....
Christmas Island	124 73	89	1,610 58	7 82	20	342 62	3 00	0 32	4 41	.....	66 00	10 00	.....
Church Point	949 95	210	4,854 55	22 78	62	1,362 67	12 25	1 03	13 87	.....	270 00	.....	.....
Clarence	89 70	75	1,186 44	5 77	34	555 39	.....	0 59	3 26	.....	40 00	.....	.....
Clarke's Harbour	491 77	866	13,778 15	69 96	140	2,713 03	34 95	0 35	38 33	.....	220 00	6 00	.....
Clementsport	333 62	253	3,568 89	18 87	180	3,242 01	48 55	1 08	12 19	.....	150 00	20 00	.....
Cleveland	263 04	176	2,900 66	17 36	33	568 61	24 60	0 56	7 86	.....	106 00	72 00	.....
Clyde River	150 45	160	3,648 08	16 37	75	1,612 68	15 25	0 29	11 58	.....	92 00	20 00	.....
Coldbrook Station	175 42	53	594 35	3 53	19	139 58	9 55	0 25	1 55	.....	120 00	.....	.....
Dartmouth	3,937 28	776	8,728 77	56 06	807	16,335 22	270 39	1 13	35 46	11 32	‡1,061 89	12 00	.....
* Debert Station	172 92	8	131 04	0 78	3	41 41	149 19	0 42	0 33	.....	72 00	14 00	.....
Descouse	253 90	224	7,113 62	29 31	189	14,165 32	21 90	0 66	39 91	.....	115 00	4 00	.....
Digby	3,193 57	2,035	29,495 14	127 19	964	17,807 64	542 15	1 40	71 85	28 10	‡934 63	130 00	90 00
Doctor's Cove	43 77	51	798 81	3 84	28	671 35	1 41	0 10	3 22	.....	44 00	.....	.....
¶ Dufferin Mines	36 24	15	76 43	0 63	2	77 57	.....	.....	2 50	.....	28 42	.....	.....
Dutch Village	313 50	47	216 89	2 29	1	10 00	.....	.....	1 01	.....	96 00	.....	.....
** Eastern Harbour	220 37	79	1,827 89	8 24	10	237 11	2 00	0 11	4 57	.....	130 00	6 00	.....
East Pubnico	118 82	115	2,196 15	10 55	59	1,670 68	7 50	1 44	8 44	.....	85 00	.....	.....
§ East Southampton	41 67	38	1,069 63	4 64	9	179 25	.....	0 14	2 28	.....	24 00	6 00	.....

Economy	164 47	191	2,666 63	14 17	72	1,160 92	66 74	1 29	8 37	0 48	152 00				
Elmsdale	658 92	420	6,644 81	33 82	141	3,322 34	45 65	0 61	18 13		280 00	4 00			
English Town	206 81	127	1,124 42	7 40	105	1,748 97	18 45		4 91		90 00	30 00			
Eureka	464 06	474	6,022 54	35 39	79	1,751 14	56 08	0 61	15 73		243 00	30 00			
*Five Islands	221 73	223	3,313 28	17 10	113	2,411 75	67 96		11 02		124 00				
Folly Village	284 56	231	3,245 69	17 59	84	1,242 06	53 11	6 53	9 32		130 00				
Forest Hill	61 75	115	2,548 16	10 93	6	205 24	3 68		6 43		67 00				
Freeport	301 74	454	8,863 17	42 45	62	1,562 17	23 01	0 93	25 05		110 00				
Frizzleton	117 74	141	2,993 06	13 38	98	3,130 83	51 05		8 99		48 00	4 00			
Gabarouse	141 73	296	6,630 40	28 07	50	1,627 79	22 40	0 47	17 71		66 00	16 00			
Gaspereaux	368 69	99	1,170 24	6 60	68	1,452 76	36 55	0 42	5 15		205 00	8 00			
Glace Bay	3,890 96	3,874	61,905 68	389 05	489	10,063 29	257 83	2 86	160 18	35 88	880 00	31 30	120 00		
Glenwood	93 29	122	1,502 62	8 45	38	1,046 12	9 00	0 29	6 12		44 00	2 00			
Goldboro	351 43	267	6,070 83	26 39	52	814 14	8 20	0 26	15 75		158 00	4 00			
Goldenville	290 89	116	2,978 08	13 24	23	444 04	3 45	0 26	8 16		120 00				
Gottingen St. (Halifax)	5,370 97	2,121	23,005 85	170 24	71	1,043 45	261 02	2 90	58 07		240 00				
Grand Etang	151 62	179	2,524 03	13 17	73	1,689 99	1 15		8 00		54 00				
Grand Pré	331 19	364	5,155 16	30 15	94	1,621 11	30 88	0 16	14 82		150 00	6 00			
Granville Centre	112 48	118	1,430 20	7 81	47	1,112 28	12 75	0 18	3 97		44 00				
Granville Ferry	664 79	654	7,296 53	42 94	128	1,931 96	72 17	1 58	20 75		320 00	70 00			
Great Village	712 39	510	7,317 06	39 07	210	3,735 54	224 99	1 23	21 88	7 33	340 00	160 00	40 00		
Guysboro'	996 73	1,387	17,254 13	99 21	623	12,928 15	209 48	1 23	53 90		430 00	200 00	40 00		
Halifax	89,143 21	10,906	149,207 31	1,090 08	36,781	610,777 19	20,901 83	†53 20							
Hantsport	1,044 74	1,629	23,521 04	125 78	594	11,402 45	222 46	1 29	72 72	17 74	380 00	12 00	40 00		
Harbour au Bouche	231 88	502	12,917 09	56 38	249	4,141 17	39 30	1 17	39 07		108 00				
Hazel Hill	402 60	1,056	13,293 50	101 02	20	316 30	11 40	1 87	33 23		225 00	2 00			
Hebron	564 30	475	5,820 57	31 65	224	5,317 84	137 82	0 55	16 00		220 00				
Hopewell	550 57	270	5,454 12	25 09	160	2,740 76	102 25	1 79	16 31	5 68	236 00	20 00			
Hortonville	270 22	229	2,380 52	14 38	65	1,676 60	16 65	0 19	6 63		130 00				
Hubbard's Cove	110 65	165	2,842 88	14 33	89	3,204 40	22 00	1 38	8 67		180 00	30 00			
Ingonish	89 98	91	1,417 88	6 81	37	891 56	16 10		4 93		76 00	38 00			
Iona	303 39	23	479 98	2 28	35	689 96	7 75		2 11		84 00	10 00			
Isaac's Harbour	426 17	484	10,431 99	47 34	97	2,499 86	21 85	0 76	28 98	16 33	164 00				
Joggin Mines	807 00	1,233	17,351 82	94 37	94	1,725 90	41 50	0 12	44 61	6 70	330 00	4 00	40 00		
*Kemptville	172 39	60	607 18	3 64	2	32 51	5 00		1 52		52 00	8 00			
Kennetcook	191 02	246	3,227 99	18 36	105	1,882 16	28 20	0 58	11 55		95 00				
Kentville	4,495 14	2,737	31,263 02	185 27	1,483	22,550 92	596 44	2 13	88 66		1,528 75	200 00			
Kingsport	245 74	303	4,015 04	22 48	53	624 94	23 34		10 44		100 00	4 00			
Kingston Station	681 84	757	12,183 25	60 89	255	3,780 19	57 40	0 83	32 65		280 00	48 00			
Lawrencetown	906 12	718	7,962 72	45 65	365	5,886 88	183 72	1 15	22 49	0 25	340 00	10 00	40 00		
Little Bras d'Or	209 54	139	2,076 89	10 58	51	1,342 05			7 08		109 00	18 00			
Little River Musquodoboit	235 67	105	1,415 67	7 48	38	922 50	42 57	0 31	4 90		110 00				
Liverpool	2,443 81	2,265	21,459 31	138 73	836	13,884 44	394 29	2 21	70 80	29 90	‡807 23	120 00			
Lochaber	481 74	222	11,933 30	39 74	110	2,390 66	2 55		34 10		222 00	36 00			
Lockeport	742 21	1,204	17,146 84	94 74	352	8,843 04	101 14	2 28	59 08	5 02	330 00	4 00	40 00		
Louisburg	1,057 38	1,232	15,580 42	101 98	200	4,111 37	78 34	2 80	41 70		384 95	16 00	80 00		
Lower Argyle	203 80	146	1,827 03	10 12	80	2,253 15	6 25		8 42		100 00	2 00			

* Accounting from 1-2-02. • Closed from 1-10-01. ** Accounting from 1-5-02. ‡ Including commission on box rents. § Closed from 1-3-02.
† Commission to non-accounting offices, &c. | Salary, &c., entered in Auditor General's Report.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lower East Pubnico	228 76	164	2,491 11	12 61	67	1,688 73	3 00	0 28	9 36	.....	80 00	6 00	.....
Lower L'Ardoise	167 79	180	2,448 17	13 16	144	3,392 96	29 50	0 41	8 87	.....	70 00	2 00	.....
Lower Stewiacke	879 52	546	9,191 31	47 37	339	9,021 52	120 36	1 27	37 84	2 25	340 00	12 00	40 00
Lower Wood Harbour	260 19	265	4,825 53	22 97	134	3,640 11	9 90	0 30	19 70	.....	100 00	16 00	.....
Lunenburg	3,012 41	2,040	30,617 88	164 21	681	11,972 77	284 67	2 69	82 14	.....	‡960 77	50 00	.....
Lydgate	207 03	119	718 77	3 98	24	462 77	5 33	0 77	2 64	.....	90 00	.....	.....
McGray	97 80	213	2,409 50	14 02	55	1,351 17	.....	0 31	8 40	.....	50 00	24 00	.....
Mahon	744 46	774	9,507 45	53 78	361	8,420 63	144 33	1 02	32 36	.....	400 00	100 00	40 00
Maccan	322 74	100	7,688 92	37 82	50	863 42	27 99	0 41	19 80	.....	132 00	80 00	.....
Mahone Bay	1,326 61	1,486	21,532 00	113 42	334	7,127 08	161 00	0 43	60 64	.....	420 00	20 00	40 00
Main-à-Dieu	115 72	288	7,012 62	30 92	40	843 07	.....	0 10	18 12	.....	76 00	6 00	.....
Maitland (Hants)	810 07	1,033	14,484 65	77 20	455	13,978 47	99 40	2 67	51 89	.....	360 00	60 00	40 00
Marble Mountain	322 39	265	3,891 84	28 94	17	359 67	4 52	0 20	9 72	.....	102 00	4 00	.....
Margaree Harbour	278 91	239	6,220 65	27 50	213	4,961 72	26 56	0 89	21 29	.....	156 00	64 00	.....
Margaretsville	253 86	239	2,510 13	14 63	86	1,262 88	6 50	0 22	8 20	.....	110 00	.....	.....
Malvern Square	335 71	190	2,337 88	12 77	90	1,533 80	19 75	0 32	7 40	.....	150 00	.....	.....
Merigomish	269 32	184	3,336 23	16 96	81	1,390 50	14 42	0 32	9 89	.....	90 00	40 00	.....
Metaghan	347 80	795	15,010 66	72 34	333	8,066 87	16 55	0 53	51 35	.....	124 00	2 00	.....
†Middle East Pubnico	75 96	10	175 45	0 93	8	275 00	.....	.....	0 92	.....	36 00	.....	.....
Middle Musquodoboit	574 56	496	10,214 85	46 45	268	6,959 65	93 20	1 29	33 18	4 22	250 00	80 00	.....
Middle Stewiacke	140 16	117	2,129 25	10 31	69	1,103 26	3 80	0 13	7 05	.....	60 00	2 00	.....
Middleton	2,107 80	1,835	26,717 80	142 84	1,477	29,512 18	820 05	2 20	79 82	15 93	690 00	250 00	100 00
Milford Station	284 05	158	1,977 93	11 00	22	372 20	43 77	0 20	5 26	.....	116 00	.....	.....
Mill Village	356 48	346	3,136 31	20 29	73	1,250 93	31 09	0 42	9 04	.....	154 00	40 00	.....
Milton	629 15	802	8,235 23	50 51	142	1,996 55	109 75	4 46	21 78	.....	250 00	.....	.....
Morris Street (Halifax)	1,550 22	212	2,640 88	19 70	1	2 14	74 36	.....	6 60	.....	60 00	.....	.....
Moser's River	298 30	96	3,474 95	13 75	14	360 71	10 80	0 79	8 83	.....	108 00	.....	.....
Mount Uniacke	296 69	109	1,612 11	9 19	24	466 81	19 60	0 77	4 30	.....	150 00	40 00	.....
*Mulgrave	955 86	1,382	24,753 33	122 49	221	3,759 82	173 86	2 79	65 60	11 09	330 00	14 00	40 00
*Murray	23 70	6	218 42	0 85	.....	.....	.....	.....	0 54	.....	1 67	.....	.....
Musquodoboit Harbour	351 78	224	2,649 72	14 68	28	688 43	68 50	0 73	6 94	.....	136 00	60 00	.....
New Campbellton	270 09	157	1,552 83	10 96	38	1,048 69	3 00	0 16	4 04	.....	132 00	6 00	.....
New Germany	185 30	397	7,224 56	35 77	174	4,560 02	33 29	0 60	20 67	.....	200 00	100 00	.....

New Glasgow	8,164 34	2,880	39,217 80	221 77	2,673	40,049 12	2,018 65	9 07	129 12	59 75	‡2,272 76	100 00			
Newport	659 86	371	7,005 53	33 84	258	5,187 56	70 23	0 40	24 00	2 06	280 00	208 00	20 00		
Newport Landing	156 62	203	3,607 58	17 31	118	1,817 96	26 02	0 37	12 25		72 00				
New Ross	433 63	591	10,094 49	49 78	123	2,795 84	12 25		26 87		182 00	6 00			
†New Victoria	45 37	2	12 95	0 12	3	21 00			0 75		35 00				
Nictaux Falls	168 26	158	2,163 96	11 47	61	702 73	35 37	0 50	5 74		86 00	2 00			
Noel	258 98	465	9,547 63	44 48	161	4,603 88	39 60		29 57		108 00	6 00			
North Brookfield	370 93	229	2,485 64	14 56	17	245 73	13 67	0 98	6 50		202 00				
North Lochaber	328 15	58	945 49	5 10	15	479 17	10 58		3 19		140 00	8 00			
Northport	219 18	243	4,075 82	21 88	48	700 29	70 35	1 05	10 53		90 00				
North Sydney	5,191 44	3,111	40,630 12	259 95	1,314	26,307 64	708 79	2 70	124 83	18 01	‡1,498 59	185 00			
Old Barns	300 27	93	1,147 33	6 28	15	113 91	10 50		2 94		190 00	16 00			
Old Bridgeport Mines	819 54	1,567	24,813 62	198 01	99	1,762 39	27 00	0 70	62 76		320 00				
Orangedale	189 50	57	1,539 47	6 47	55	1,010 05	23 62	0 35	4 67		105 00	8 67			
Oxford	2,015 30	1,102	14,469 07	80 74	686	12,478 51	531 47	4 23	40 62	2 45	590 00	¶ 20 33	80 00		
Paradise	303 79	308	3,635 21	20 23	83	1,129 71	8 02	0 70	8 72		124 00	6 00			
Parrsboro	3,018 63	1,914	23,591 45	133 73	826	13,534 50	810 76	2 26	67 55	22 63	915 00	30 00	140 00		
Pictou	5,652 69	2,454	34,516 63	206 44	2,228	41,445 73	1,206 08	8 26	112 49		‡1,763 37	100 00			
Point Tupper	243 54	424	9,260 13	45 19	35	617 09	11 01	0 98	23 52		64 00	12 00			
Port Greville	341 11	344	4,953 13	27 91	54	924 21	16 03	1 90	13 16		168 00	24 00			
Port Hastings	792 91	516	10,223 24	48 32	182	3,598 64	37 86	0 67	30 20		420 00	80 00	10 00		
Port Hawkesbury	1,449 07	1,477	19,370 50	109 04	552	14,579 01	249 10	2 36	51 23	11 58	350 00		40 00		
Port Hood	1,102 92	1,222	19,002 11	98 68	324	7,842 69	126 41	2 20	52 35		430 00	8 00	40 00		
Port Howe	84 24	180	2,421 02	13 97	41	965 26	44 00	0 21	6 38		40 00				
Port la Tour	167 30	190	2,936 22	14 63	96	2,266 63	16 08	0 46	10 66		80 00				
Port Lorne	107 29	93	1,183 55	6 43	54	1,314 90	10 60	0 71	4 77		50 00				
Port Maitland	564 44	522	8,705 81	43 42	277	6,474 38	40 92	1 41	32 47		220 00	6 00			
Port Medway	263 66	293	2,646 13	17 50	113	3,024 96	6 70		11 81		128 00				
Port Morien	763 10	1,082	25,084 46	115 90	130	2,105 90	22 10	1 15	64 54	13 49	360 00	10 00	40 00		
Port Williams	474 32	495	4,466 10	29 15	242	4,271 20	67 25	0 58	13 02		170 00	12 00			
Port Williams Station	307 67	251	2,757 75	15 91	31	689 46	25 39	0 60	6 98		140 00	90 00			
Pubnico Head	314 45	506	8,983 87	43 32	284	6,423 68	40 18	0 84	35 92		128 60	30 00			
Pugwash	1,332 37	1,203	15,679 66	86 94	425	8,147 17	272 89	2 55	45 10	6 88	436 00	42 67	60 00		
Reserve Mines	529 43	710	9,923 29	92 77	20	205 36	13 43		25 11		190 00				
Ritcey's Cove	166 17	345	6,861 53	32 48	35	782 32	2 80		17 93		60 00				
River Bourgeoise	124 37	168	4,365 17	19 52	132	3,378 12	40 60	1 23	13 58		79 00				
River Hebert, West Side	498 24	268	2,770 85	16 59	71	1,439 65	47 51	0 12	8 29		200 00	150 00			
River John	657 47	679	11,773 09	59 57	328	5,806 87	114 45	2 01	34 70	1 16	300 00	16 00			
Round Hill	247 50	315	3,589 73	21 68	113	1,830 98	18 50	0 26	10 51		100 00				
St. Andrews	116 12	93	1,733 16	8 93	68	1,988 84	20 83	0 52	5 61		70 00	16 00			
Ste. Croix	252 78	148	1,897 06	10 46	32	746 51	71 10	1 60	4 85		120 00				
St. Peters	958 10	908	19,265 92	88 59	389	8,599 96	75 81	0 61	51 98	0 84	390 00	90 00	40 00		
Salmon River (Digby)	120 09	96	2,619 81	10 84	128	3,012 70		0 33	13 64		60 00				
Sandy Cove	251 59	265	5,518 48	25 50	106	2,070 84	25 57		16 37		92 00	46 00			
Shelburne	1,354 41	2,443	34,281 60	185 42	538	11,448 32	229 17	2 13	103 10		510 00	98 30	60 00		
Sherbrooke	748 46	1,092	24,427 25	108 67	398	15,461 35	141 14	0 81	71 34		360 00	130 00	40 00		
Shubenacadie	1,294 28	821	13,307 96	70 68	461	10,944 21	161 81	1 56	40 17	0 18	440 00	290 00	60 00		
Somerset	230 84	184	2,684 81	14 54	37	541 45	10 98	0 53	7 40		90 00				
Southampton	225 67	173	2,778 88	14 59	66	1,035 98	48 45	0 40	6 95		80 00				

†Closed 1-11-01. *Accounting from 1-5-02. ‡Including commission on box rents. Including 67 cents arrears. ¶ Including 33 cents arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
South Farmington	291 20	455	7,807 25	37 90	100	1,473 84	54 42	0 56	20 10	.....	144 00	20 00	.....
Springfield	215 12	289	4,371 43	22 17	77	1,979 54	9 42	0 70	11 14	.....	90 00	12 00	.....
Spring Hill	3,157 67	3,772	49,812 42	290 90	655	11,442 72	412 08	10 14	131 50	40 98	840 00	6 00	120 00
Spring Hill Junction	127 37	46	649 51	3 45	18	263 85	4 53	.....	1 81	.....	108 00	.....	.....
Stellarton	1,743 62	1,713	19,571 25	118 47	544	11,050 80	228 12	0 90	54 69	14 48	585 00	.....	80 00
Strathlorne	319 06	209	4,017 48	19 22	53	1,500 63	19 81	0 77	10 67	.....	116 00	12 00	.....
Summerville	153 16	167	3,575 40	16 82	58	1,379 91	11 10	.....	10 61	.....	84 00	.....	.....
Sydney	17,367 08	11,162	183,534 70	1,125 55	2,842	48,516 05	1,304 26	8 20	493 20	206 15	*4,155 91	360 00	.....
Sydney Mines	795 84	1,056	9,225 58	69 00	152	2,178 45	21 01	0 57	25 13	5 41	294 00	2 00	.....
Tangier	269 91	144	2,077 87	11 10	18	563 57	17 40	0 31	5 77	.....	140 00	32 00	.....
Tatamagouche	780 31	936	10,268 49	63 99	660	15,128 98	242 15	1 25	39 85	10 94	340 00	44 00	40 00
Thorburn	408 23	265	3,084 36	17 89	40	580 26	12 37	.....	8 21	.....	128 00	.....	.....
Tidnish	117 99	127	1,425 87	8 12	50	1,197 54	16 37	0 48	5 35	.....	72 00	.....	.....
Tiverton	176 44	170	1,587 56	19 33	20	249 21	46 25	1 19	11 63	.....	72 00	.....	.....
Trenton	1,062 48	649	6,077 65	40 59	102	1,196 09	78 00	0 56	16 29	.....	360 00	.....	40 00
Truro	12,365 09	3,262	35,798 73	224 87	6,331	106,163 30	4,204 42	11 08	122 89	88 10	*3,313 22	55 00	.....
Tusket	327 41	376	8,015 67	36 64	285	8,083 36	137 45	0 47	38 25	.....	104 00	36 00	.....
Tusket Wedge	221 26	101	1,758 13	9 46	20	442 80	6 10	0 13	5 40	.....	76 00	.....	.....
Upper Musquodoboit	302 34	711	20,748 55	85 78	115	2,907 04	71 15	0 77	55 04	.....	140 00	16 00	.....
Upper Stewiacke	549 70	382	8,134 44	36 95	259	7,241 66	64 77	0 71	29 93	5 80	216 00	36 00	.....
Wallace	951 40	674	13,872 28	64 56	347	8,551 92	153 88	1 57	42 42	13 77	100 00	.....	40 00
Walton	216 89	234	4,857 46	22 27	152	2,740 31	39 90	1 19	16 41	.....	102 00	16 60	.....
Waterville	802 20	743	7,705 66	47 06	346	1,653 26	137 43	0 46	24 68	1 68	320 00	16 00	40 00
Waverley	384 23	151	1,817 18	10 47	51	831 27	27 70	.....	5 69	.....	140 00	.....	.....
Wentworth Station	301 75	135	1,499 73	9 07	35	688 53	64 04	0 86	4 12	.....	160 00	24 00	.....
West Bay	327 05	135	2,808 82	12 88	150	3,001 16	65 33	1 61	10 75	.....	160 00	16 00	.....
Westchester Station	343 67	105	1,141 24	6 76	21	312 73	87 24	0 81	3 15	.....	160 00	8 00	.....
West Gore	146 34	160	2,136 68	11 53	10	590 76	29 20	0 40	5 62	.....	50 00	.....	.....
Westport	499 60	613	11,854 37	55 79	89	1,464 84	48 46	1 16	30 75	5 40	200 00	.....	.....
West River, Sheet Harb'r	551 99	610	13,832 20	63 82	121	3,900 60	108 60	3 83	36 04	.....	315 00	120 00	.....
Westville	1,989 46	2,282	23,986 28	158 07	679	10,688 33	338 60	0 81	69 04	27 12	560 00	18 00	80 00
Weymouth	316 95	270	3,163 85	17 68	197	3,650 86	40 55	0 20	13 87	.....	157 00	.....	.....
Weymouth Bridge	1,422 30	997	14,012 47	76 62	445	8,904 27	249 96	1 02	43 15	0 76	480 00	40 00	60 00

Whitehead	118 26	234	12,118 63	46 06	51	1,050 87	11 68		30 51		60 00	20 00		
Whitney Pier	1,142 34	2,527	38,242 36	348 19	77	1,278 10	19 70		88 44		380 00			40 00
Whycocomagh	558 02	307	6,343 50	28 76	208	4,176 82	128 94		20 05		310 00	130 00		
Wilmot	224 11	90	1,054 50	6 22	52	710 65	13 34		3 81		100 00			
Windsor	5,292 92	2,986	34,863 52	215 40	1,909	28,425 52	1,109 48	6 01	106 88	68 18	*1,717 67	30 00		
Wine Harbour	217 51	283	7,582 08	32 13	53	1,287 36	3 75	0 59	20 41		90 00			
Wolfville	3,639 31	2,943	31,521 63	195 60	1,555	25,914 74	858 01	3 01	92 26	6 69	1,020 00			140 00
Yarmouth	10,725 11	4,978	60,922 14	357 09	4,707	78,648 01	2,459 54	8 47	217 60	92 93	*3,056 42	580 00		
Non-accounting Post Offices	46,926 87										34,958 03	1,465 15		
Less—Value of Postage Stamps affixed to Postal Notes	353,753 22 426 00													
Totals	353,333 22	170,091	2,455,329 73	14,131 56	108,517	1,987,410 05	55,790 32	308 45	6,913 86	1,202 52	105,923 90	8,986 59	2,750 00	

*Including commission on box rents.

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Albert	589 52	916	17,479 88	82 62	249	4,803 92	96 34	1 77	45 13	16 96	318 00	20 00	.....
Alma	302 89	345	4,549 42	25 54	67	1,064 03	26 80	1 16	.....		130 00	2 00	.....
Anagance	120 33	304	5,267 34	25 82	78	1,369 54	12 25	0 31	14 73	.....	50 00	10 00	.....
Andover	649 79	788	13,809 46	66 57	128	2,552 28	262 73	2 73	37 44	36 14	280 00	4 00	.....
Apohaqui	359 00	301	4,484 98	23 39	155	2,189 79	72 07	0 29	13 54	.....	140 00	60 00	.....
Baie Verte	284 79	287	3,276 55	18 33	87	1,686 55	71 55	0 49	8 98	.....	120 00	2 00	.....
Bass River	164 31	195	3,419 08	18 27	88	1,649 35	12 00	0 38	11 71	.....	80 00	.....	.....
Bath	659 67	151	2,307 74	12 34	72	1,367 77	38 26	1 12	7 56	.....	240 00	10 00	.....
Bathurst	2,361 72	964	15,949 56	83 35	713	15,319 18	865 63	3 49	48 56	86 92	*726 50	240 00	.....
Bathurst Village	702 65	707	14,174 59	66 95	136	1,992 96	167 50	3 29	37 39	6 73	270 00	10 00	.....
Bay du Vin	143 96	31	353 79	2 22	15	130 05	3 60	.....	1 14	.....	56 00	2 00	.....
Bayfield	251 21	487	9,502 19	46 05	57	1,108 41	22 60	0 96	25 14	8 79	116 00	.....	.....
Benton	310 05	245	3,170 19	18 03	46	792 81	21 80	0 99	9 47	.....	120 00	2 00	.....
Blackville	450 20	417	5,151 62	31 36	83	1,009 66	118 04	1 17	13 95	0 92	200 00	12 00	.....
Boiestown	839 67	147	3,371 78	16 38	40	584 85	115 78	1 70	9 51	.....	330 00	12 00	40 00
Bristol	373 31	221	3,153 17	16 58	71	1,835 14	68 31	0 68	10 81	22 57	175 00	44 00	.....
Buctouche	695 01	443	9,615 21	44 50	298	4,917 03	167 10	0 77	30 39	4 20	320 00	64 00	40 00
Burtt's Corner	159 03	123	2,474 96	11 19	16	191 01	9 99	0 21	6 31	.....	68 00	.....	.....
Butternut Ridge	407 96	408	5,536 55	30 22	175	3,714 53	120 75	0 73	17 25	.....	170 00	20 00	.....
Campbellton	3,889 47	3,245	42,162 26	238 33	806	13,873 04	953 51	2 85	114 45	.....	1,020 00	3 00	160 00
Campo Bello	198 42	259	5,497 54	25 56	53	1,337 62	8 06	.....	14 12	.....	64 00	.....	.....
Canterbury Station	481 51	483	5,274 90	31 43	123	2,520 33	41 73	0 63	14 94	.....	220 00	12 00	.....
Cape Bald	148 38	558	8,123 10	44 24	123	1,770 94	41 50	.....	21 26	.....	60 00	2 00	.....
Caraquet	601 60	811	17,548 81	80 03	203	4,652 09	104 32	1 77	47 81	4 18	220 00	24 00	.....
Centreville	837 70	596	13,067 27	58 77	135	2,885 85	72 49	2 47	35 10	13 75	306 00	26 67	40 00
Chatham	5,206 90	2,191	40,949 51	219 31	1,244	22,834 68	893 34	18 08	117 76	.....	*1,546 47	270 00	.....

Chipman	488 38	259	5,651 54	26 86	174	3,048 41	149 51	1 20	17 62	0 25	180 00	40 00			
Clifton	112 49	135	2,662 08	12 62	40	586 15	6 67	0 71	7 64		50 00	16 00			
Cocagne	235 69	323	5,558 70	27 02	106	1,742 36	28 67	1 10	17 07		100 00	12 00			
Cody's	206 65	222	3,657 00	18 78	43	630 13	31 20	0 92	9 37		80 00	66 00			
Coldstream	150 87	47	700 28	3 64	11	229 04	1 50	0 65	2 07		50 00	24 00			
Collina	105 20	31	470 44	2 46	30	626 43	11 50	0 45	1 77		60 00				
Cross Creek	175 23	74	1,243 07	6 36	7	277 44	15 92	0 23	3 47		70 00	10 00			
Dalhousie	1,172 83	1,332	17,023 65	99 19	262	3,970 36	310 62	2 28	44 18	16 72	*472 90	10 00			
Debec	325 80	145	2,505 31	12 60	51	1,794 84	37 40	1 14	6 55		120 00	20 00			
Doaktown	527 69	314	8,356 82	35 56	93	1,859 12	80 57	3 56	21 28		180 00				
Dorchester	1,615 58	1,148	11,189 52	70 64	537	9,280 68	507 50	1 93	33 63	17 16	600 00	16 00	80 00		
Douglas Harbour	74 58	35	864 32	3 89	30	669 21	9 20	0 80	2 28		40 00				
Edmundston	1,112 24	1,004	13,269 07	77 02	129	2,173 70	244 35	1 12	35 27		438 00	20 00	40 00		
Eel River Crossing	145 90	384	6,569 60	32 11	15	102 66	10 55	0 18	16 49		90 00	16 00			
Elgin	482 68	420	6,503 74	35 23	146	2,970 15	50 66	1 22	19 01	0 91	180 00	24 00			
Elm Tree	188 00	101	1,852 78	9 12	25	948 04	24 25	0 35	4 76		68 00				
Fairville	847 27	388	4,609 44	27 42	159	1,941 07	83 99	0 16	13 81	0 73	300 00				
Florenceville	366 46	395	4,827 61	27 12	86	2,371 77	115 63	0 60	16 64		160 00	12 00			
Florenceville East	536 46	411	7,201 18	35 69	14	230 68	61 48	0 57	18 22		180 00	3 00			
Fredericton	13,593 27	1,526	18,090 99	113 30	3,787	65,688 06	4,331 49				†				
Fredericton Junction	287 76	66	868 52	4 84	41	690 25	18 76	0 86	3 07		146 00	8 00			
Gagetown	504 96	520	8,372 72	42 76	194	4,458 64	170 69	1 41	24 77		210 00	24 00			
Garden Street (St. John)	‡	440	5,344 36	32 99	12	184 62	120 06	0 32	13 35		100 00				
Gibson	669 69	220	2,596 56	15 01	59	751 49	49 55	1 63	7 53		260 00				
Glassville	331 96	151	4,139 46	17 20	38	1,501 31	12 63	1 67	11 43		120 00	2 00			
Grand Anse	312 88	140	1,829 16	9 79	86	1,472 93	30 61	0 85	6 67		100 00	4 00			
Grand Falls	934 77	642	9,592 76	52 02	120	3,254 49	95 68	3 25	27 90	13 58	340 00	36 00	40 00		
Great Shemogue	173 93	287	5,468 33	25 87	81	773 74	51 05		13 79		80 00				
Hampstead	74 70	147	2,396 78	12 09	39	1,220 83	6 89		6 62		40 00				
Hampton	429 94	553	8,295 92	42 54	271	4,210 54	138 35	1 52	25 29	5 35	180 00	5 00			
Harcourt	710 41	866	19,876 37	87 42	227	4,011 06	196 48	1 71	53 60		380 00	30 00	40 00		
Hartland	1,330 60	883	11,214 70	62 26	307	6,696 99	230 47	2 69	30 41	24 43	410 00	12 00	40 00		
Harvey	152 31	453	8,482 02	40 83	99	2,764 82	14 15	1 09	24 84	16 19	245 00				
Harvey Station	358 90	227	3,520 67	18 18	99	2,212 33	28 12	0 57	10 79		160 00	22 00			
Haymarket Square (St. John)	‡	196	2,439 93	13 90	3	21 80	20 03	0 32	6 09		100 00				
Hillsborough	887 33	738	9,842 21	63 26	336	5,680 10	227 89	1 23	29 03	22 87	330 00	16 00	40 00		
Hopewell Cape	395 98	366	8,057 99	38 11	167	2,304 71	212 50	2 53	22 72		175 00				
Hopewell Hill	301 86	209	2,106 21	12 82	25	573 57	17 55	0 23	5 66		120 00	10 00			
Hoyt Station	122 49	67	861 53	5 13	63	777 37	26 00	0 73	2 69		62 00	12 00			
Indian Town	2,218 44	441	7,639 02	37 54	89	2,139 75	50 95		21 75	8 62	440 00		80 00		
Inkerman	141 70	236	3,429 31	17 95	20	457 00	21 98	0 14	9 04		48 00	2 00			
Jacksonville	119 53	213	2,923 19	15 57	62	839 51	28 19	0 80	8 10		44 00				
Jacquet River	277 81	296	3,426 57	20 85	59	1,031 00	50 58	0 47	9 18		120 00	10 00			
Kilburne	381 12	21	277 55	1 91	16	422 62	30 70	0 24	1 27		180 00	16 00			
Kingsclear	82 66	42	311 41	2 10	18	256 70	14 33	0 42	0 85		36 00	2 00			
Kingston, Kings	95 29	62	1,106 36	5 41	41	700 34	32 15	0 17	3 54	0 24	48 00	2 00			
Kintore	45 22	31	337 90	2 43	5	129 22			1 02	6 31	26 00	4 00			
Kouchibouguac	190 83	70	1,031 54	5 22	70	1,218 48	19 20	0 27	4 32		112 00	6 00			

* Including commission on box rents. † Salary, &c., entered in Auditor General's Report. ‡ Included with revenue of St. John.

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lepreaux	220 04	129	1,589 58	9 31	35	562 75	6 22	0 21	4 37	.....	96 00	22 00	.....
Loggieville	703 51	260	3,863 67	19 92	55	568 08	28 52	0 93	10 10	.....	290 00	.....	.....
Lord's Cove	150 29	296	7,422 19	32 56	19	90 46	2 60	0 41	18 58	.....	72 00	.....	.....
McAdam Junction	951 21	738	7,642 48	48 90	71	836 53	43 35	0 84	19 44	10 74	320 00	10 00	10 00
Marysville	1,405 61	59	1,231 43	5 74	101	1,034 81	55 07	0 54	4 57	.....	120 00	.....	40 00
Meductic	180 42	231	3,278 86	17 91	76	1,003 93	50 22	0 60	9 70	.....	80 00	2 00	.....
Memramcook	300 76	393	4,644 35	26 68	260	3,660 01	133 58	0 72	14 46	.....	108 00	16 00	.....
Middle Sackville	798 05	321	4,017 90	23 60	49	609 94	15 75	2 06	10 75	.....	330 00	.....	40 00
Millerton	389 66	320	3,907 32	22 77	56	1,097 51	140 54	1 13	10 91	.....	170 00	2 00	.....
Milltown	1,034 47	902	10,222 31	61 82	134	2,113 35	58 48	0 81	28 30	12 74	380 00	.....	40 00
Millville	407 68	384	4,281 19	25 31	71	1,372 17	11 71	1 09	13 21	.....	170 00	10 60	.....
Moncton	15,861 59	4,163	49,312 57	300 36	4,997	82,419 72	3,958 62	10 87	159 87	141 76	*3,740 25	72 00	.....
Mount Carmel	74 83	86	1,891 91	8 74	15	253 68	13 10	.....	5 09	.....	36 00	2 00	.....
Narrows	65 82	193	4,056 00	18 59	76	2,133 71	23 00	0 14	13 56	.....	55 00	10 00	.....
Newcastle	3,198 11	1,864	26,383 54	147 19	831	15,097 36	902 78	3 08	79 31	0 50	*1,130 75	100 00	.....
New Mills	338 49	109	1,361 04	8 24	71	766 05	48 26	0 26	3 82	.....	170 00	2 00	.....
North Head	474 74	653	16,694 54	72 90	142	3,215 68	50 66	0 68	45 98	0 02	200 00	50 00	.....
Norton	531 24	507	8,787 52	43 19	194	3,418 20	105 37	1 00	24 92	.....	180 00	200 00	.....
Oak Point	103 55	120	1,909 76	9 93	38	1,103 40	2 80	0 29	6 30	4 77	30 00	.....	.....
Oromocto	392 48	210	2,698 51	15 27	103	1,659 57	82 65	0 47	8 10	.....	206 00	36 00	.....
Ossekeag	741 90	333	4,070 28	24 86	111	2,326 18	68 05	0 55	11 68	.....	360 00	90 00	.....
Penobsquis	514 86	349	6,144 48	30 92	146	2,369 47	87 66	0 52	18 87	.....	240 00	10 00	.....
Perth	999 75	352	7,796 27	37 17	80	2,222 68	41 47	2 58	21 56	.....	340 00	50 00	40 00
Petitcodiac	1,100 37	526	11,464 34	51 84	413	5,100 58	233 79	5 47	33 14	1 15	435 00	90 00	.....
Petit Rocher	230 47	267	4,111 57	21 43	82	1,566 33	94 28	0 32	11 84	.....	120 00	1 75	.....
Point de Bute	216 87	182	2,422 49	13 29	35	619 27	44 21	0 83	6 77	.....	120 00	.....	.....
Port Elgin	775 52	556	7,578 68	41 23	209	4,643 66	127 80	2 13	20 59	.....	300 00	30 00	.....
Renous Bridge	185 28	118	2,970 70	13 88	9	148 97	3 50	0 45	7 46	.....	48 00	4 00	.....
Rexton	960 93	852	16,179 44	78 96	554	12,262 47	240 71	4 00	47 45	11 52	428 00	20 00	60 00
Richibucto	848 24	1,033	17,643 65	87 17	289	5,144 72	260 10	3 04	47 98	.....	350 00	66 50	40 00
Richmond Corner	67 66	42	155 05	1 80	18	575 78	7 60	0 64	0 75	.....	40 00	4 83	.....
River Charlo	159 85	129	1,171 59	8 31	26	464 27	1 30	0 84	3 08	.....	84 00	2 00	.....
River Louison	149 42	252	4,270 75	20 96	24	541 30	8 56	1 00	10 77	.....	60 00	6 00	.....

Rockland	65 33	18	428 91	1 69	23	1,210 53	14 25	0 10	2 69	.....	40 00	.....	.....
Rogersville	458 81	950	17,902 42	87 31	115	2,125 26	80 80	3 24	47 70	.....	180 00	6 00	.....
Rothesay	723 57	424	4,931 62	30 23	65	1,549 84	42 93	0 45	13 33	1 78	320 00	24 00	40 00
St. Andrews	1,927 12	885	11,062 55	64 71	540	9,458 64	466 55	3 65	38 82	124 60	700 00	10 00	100 00
St. George	1,306 51	1,179	18,307 69	97 45	296	6,168 63	139 33	2 69	51 17	31 42	500 00	24 00	40 00
St. John	65,382 66	5,461	80,661 94	513 33	30,320	511,093 50	21,706 15	†26 08	.....	.....	‡	.....	.....
St. John, North	2,708 93	761	8,079 71	52 35	146	3,252 65	166 58	0 65	24 85	3 39	*502 50	.....	.....
St. John, West	1,449 58	533	5,945 58	39 93	432	6,659 00	144 06	1 44	22 67	7 35	*503 75	.....	.....
St. Joseph (Westmorel'd)	414 75	353	4,242 56	24 37	220	4,756 05	127 93	0 42	12 58	.....	180 00	5 00	.....
St. Louis de Kent	250 09	164	3,811 87	16 47	52	1,168 27	19 55	0 92	11 24	.....	124 00	8 00	.....
St. Martin's	625 59	922	15,677 32	78 09	280	5,166 12	97 70	1 91	45 21	6 03	289 00	10 00	.....
St. Mary's Ferry	838 92	353	5,954 13	28 91	125	1,702 93	90 94	0 37	15 50	.....	350 00	.....	40 00
St. Stephen	7,011 11	2,039	20,135 61	129 79	1,435	24,051 65	963 44	2 89	69 82	110 12	*2,142 15	240 00	.....
Sackville	4,044 68	1,409	14,284 53	93 25	1,698	31,432 83	1,173 37	4 25	51 10	21 06	1,100 00	140 00	425 00
Salisbury	549 74	650	11,224 79	55 80	211	4,292 10	174 09	2 33	31 26	17 42	240 00	24 00	.....
Shediac	2,061 28	1,151	19,254 70	99 80	862	15,177 91	597 49	6 07	57 00	3 67	690 00	130 00	100 00
Sheffield	95 69	301	7,771 01	33 34	63	1,628 29	15 39	0 10	20 06	.....	186 00	.....	.....
Shippigan	227 97	343	8,238 53	36 04	46	1,347 47	46 24	0 65	20 96	.....	108 00	24 00	.....
South Nelson	581 08	224	4,430 18	21 25	19	547 70	31 59	.....	11 45	.....	220 00	3 16	.....
Springfield	101 42	158	2,794 22	13 80	64	1,737 96	15 00	.....	9 69	.....	64 00	10 00	.....
Stanley	378 24	394	6,132 82	32 40	63	1,397 42	32 35	0 16	16 74	.....	150 00	10 00	.....
Sussex	3,857 65	1,263	19,122 55	101 96	1,516	27,258 40	1,239 60	7 21	63 36	93 29	*1,013 95	100 00	.....
Tracadie	576 56	555	11,059 52	51 01	110	2,671 45	58 13	2 46	30 79	2 22	230 00	10 00	.....
Union Street (St. John)	‖	408	3,421 37	24 22	2	6 57	20 96	0 16	8 54	.....	100 00	.....	.....
Upham	99 71	100	2,266 15	10 15	29	499 18	1 65	.....	6 48	.....	50 00	.....	.....
Upper Gagetown	168 88	179	3,168 00	15 94	73	1,723 86	21 70	0 71	8 50	.....	66 00	.....	.....
Upper Woodstock	144 59	114	860 06	6 08	37	671 47	42 65	0 14	2 65	.....	115 00	3 33	.....
Welsford	434 29	90	1,123 85	6 45	97	1,131 82	61 13	0 54	4 01	.....	140 00	24 00	.....
Westfield	117 90	61	652 99	3 91	49	940 65	47 54	0 11	1 98	.....	50 00	60 00	.....
Woodstock	5,817 44	1,324	17,668 86	103 89	1,772	30,246 71	2,067 95	9 68	63 91	304 56	*1,875 20	200 00	.....
Non-accounting Post Offices	41,325 63	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,745 73	717 41	.....
Less Value of postage stamps affixed to postal notes	233,458 81 276 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	233,182 81	72,559	1,100,059 35	5,944 68	63,801	1,112,160 20	49,078 51	220 21	2,891 40	1,244 91	60,440 15	4,055 65	1,685 00

* Including commission on box rents. † Commission to non-accounting offices, &c. ‡ Salary, &c., entered in Auditor General's report.
‖ Included with revenue of St. John. ** Including commission on box rents.

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of MoneyOrders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alberton	1,144 71	690	9,352 61	54 83	441	8,591 12	166 79	3 50	36 47	2 36	440 00	10 00	60 00
Belfast	278 13	238	3,836 89	19 52	72	2,094 74	11 19	0 57	12 24	.....	110 00	40 00	.....
Breadalbane	245 51	191	2,657 14	13 81	79	2,417 44	50 50	0 71	9 91	.....	96 00	50 00	.....
Bridgetown	172 14	186	3,246 02	15 96	72	1,359 88	30 63	1 50	9 96	.....	72 00	6 00	.....
Cardigan Bridge	424 27	210	3,672 83	18 84	159	3,488 37	55 11	0 97	15 64	3 38	170 00	50 00	.....
Charlottetown	17,632 65	3,981	52,718 94	§23 34	4,920	95,923 50	3,776 59	§10 21	.....	.....	.....	.....	.....
Coleman	199 81	47	698 30	3 64	37	572 78	3 75	.....	2 61	.....	110 00	20 00	.....
Freetown	193 06	111	2,031 89	9 49	30	869 37	19 15	0 61	6 82	.....	80 00	4 00	.....
Georgetown	690 28	490	7,356 27	38 14	301	5,160 04	157 15	1 47	23 37	7 47	360 00	46 00	40 00
Head of St. Peter's Bay	397 75	175	2,807 13	14 19	126	3,156 92	36 15	0 79	12 19	.....	160 00	16 00	.....
Kensington	668 21	494	10,077 99	46 39	176	3,383 18	67 55	0 59	30 72	5 80	250 00	70 00	.....
Montague Bridge	1,189 64	671	10,100 85	52 44	533	1,696 46	262 54	1 63	45 29	14 02	‡410 25	124 00	.....
Morell Station	290 20	65	818 08	4 68	42	1,438 26	7 25	0 21	5 34	.....	120 00	8 00	.....
Mount Stewart	319 20	310	4,370 95	23 70	129	2,378 63	7 15	0 57	14 92	.....	144 00	8 00	.....
Murray Harbour, South	314 61	446	8,624 76	40 80	198	5,882 12	113 61	2 35	29 58	.....	138 00	4 00	.....
*Murray River	290 76	25	219 44	1 36	.....	.....	.....	21	0 55	.....	90 00	4 00	.....
New Glasgow	115 00	175	2,778 04	14 39	28	635 81	13 79	0 26	7 25	.....	60 00	.....	.....
Souris, East	1,480 90	795	11,086 00	60 59	785	16,000 31	301 93	2 63	53 02	0 31	520 00	72 00	60 00
Stanley Bridge	190 43	236	5,962 19	25 81	53	1,235 33	36 91	1 03	16 50	1 72	100 00	.....	.....
Summerside	4,715 29	1,358	20,098 05	109 08	1,558	33,160 06	1,139 30	3 63	84 87	68 50	‡1,409 22	80 00	.....
Tignish	828 16	498	6,809 49	38 45	317	5,777 51	105 84	1 70	28 97	1 95	332 00	12 00	.....
†Vernon River Bridge	185 11	31	512 00	3 13	1	0 65	5 60	0 38	1 28	.....	70 00	.....	.....
Victoria	258 51	301	6,450 96	29 42	181	4,386 17	48 43	0 25	20 66	3 99	120 00	.....	.....
Non-accounting Post Offices	15,627 39	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,964 33	506 17	.....
LESS—Value of Postage Stamps affixed to Postal Notes	47,851 72 48 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	47,803 72	11,724	176,286 82	962 00	10,238	214,818 45	6,416 91	35 77	468 16	109 50	13,325 89	1,130 17	160 00

*Accounting from 1-6-02. †Accounting from 1-4-02. §Commission to non-accounting offices, &c. ‡Including commission on box rents.
‖Salary, &c., entered in Auditor General's Report.

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowance paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alexander	821 73	1,030	23,283 11	105 82	147	3,380 23	211 28	0 30	58 91	. . . . .	370 00	4 00	75 00
Altamont	296 22	296	6,629 36	29 81	35	823 44	40 38	0 84	16 62	. . . . .	110 00	. . . . .	. . . . .
Altona	661 88	224	1,589 83	11 60	107	1,511 50	126 30	2 03	4 37	. . . . .	270 00	. . . . .	. . . . .
Arden	758 16	923	17,800 71	88 44	134	3,340 49	123 26	3 12	45 78	3 51	290 00	10 00	. . . . .
Austin	940 99	554	11,570 01	58 49	135	2,815 76	86 20	3 38	30 81	. . . . .	360 00	. . . . .	75 00
Bagot	327 90	342	8,281 39	36 24	46	984 40	79 25	1 39	20 78	. . . . .	148 00	2 00	. . . . .
Baldur	891 32	763	17,549 17	81 44	235	4,955 98	503 36	5 56	44 94	. . . . .	350 00	12 00	75 00
Balmoral	638 82	403	4,809 64	26 41	47	1,002 24	45 65	. . . . .	12 66	. . . . .	250 00	†22 00	. . . . .
Belmont	833 09	434	10,583 82	51 29	129	2,850 96	175 74	5 11	27 74	. . . . .	320 00	24 00	75 00
Beulah	255 08	440	15,910 22	60 64	653	6,294 75	1,662 99	4 12	40 57	. . . . .	140 00	. . . . .	. . . . .
Binscarth	620 97	329	6,273 06	38 75	144	2,860 01	125 75	2 57	17 81	. . . . .	220 00	20 00	. . . . .
Birtle	1,391 97	753	12,863 51	72 12	355	9,145 80	746 04	5 98	36 72	9 58	500 00	5 00	100 00
Boissevain	2,651 99	1,830	26,548 56	141 05	453	10,312 40	1,057 04	5 50	69 95	8 30	755 00	20 00	175 00
Bradwardine	141 11	324	5,537 27	27 03	21	655 45	43 36	0 10	13 84	. . . . .	100 00	16 00	. . . . .
Brandon	16,521 08	2,883	46,897 00	277 00	5,469	121,268 54	13,005 01	26 18	134 58	* 44 07	*3,736 31	246 66	. . . . .
Carberry	3,235 63	1,458	23,288 78	121 60	444	14,078 00	578 23	8 05	60 32	6 77	880 00	37 34	175 00
Carman	3,440 66	3,378	58,763 65	291 64	621	17,641 09	631 43	7 34	154 70	8 09	900 00	35 00	200 00
Cartwright	947 74	637	7,861 70	46 52	177	3,609 85	200 40	4 03	21 48	9 20	320 00	. . . . .	75 00
Clearwater	397 99	346	10,293 55	43 39	69	1,191 10	71 07	2 52	26 37	. . . . .	180 00	. . . . .	. . . . .
‡Crandell	402 87	413	7,764 39	36 98	10	377 66	25 99	0 33	19 42	. . . . .	100 00	. . . . .	. . . . .
Crystal City	1,180 93	764	13,150 95	65 71	176	3,585 63	297 70	4 50	33 36	. . . . .	380 00	. . . . .	75 00
Cypress River	948 35	475	6,999 73	37 04	108	2,078 31	87 41	1 90	18 14	. . . . .	370 00	26 00	75 00
Dauphin	2,765 88	932	19,639 93	96 68	800	22,779 22	824 69	9 15	61 60	2 00	900 00	140 00	175 00
Deleau	204 46	376	11,644 58	48 79	25	1,063 93	40 10	3 69	29 62	. . . . .	90 00	. . . . .	. . . . .
Deloraine	2,281 43	1,480	36,640 44	172 82	321	7,398 83	635 56	9 28	96 55	7 01	660 00	10 00	125 00

*Including commission on box rents. †Including $2 arrears. ‡ Accounting from 1-10-01.

APPENDIX—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion City	769 00	1,221	23,445 96	112 77	120	2,494 49	117 41	1 84	60 22	14 46	280 00	20 00	
Douglas Station	559 87	687	12,629 18	63 46	46	1,039 95	125 20	1 06	31 63		230 00	28 00	
Dunrea	356 45	700	24,297 72	95 92	28	603 08	42 93	2 39	60 77		130 00	†8 50	
Elgin	769 83	1,241	32,627 26	139 03	72	2,437 40	108 23	2 31	81 70		300 00		
Elkhorn	1,118 73	1,263	29,124 25	136 69	197	3,683 43	297 65	5 53	75 96	20 71	506 50	90 00	100 00
Elmcreek	398 86	156	3,908 93	16 80	39	1,300 39	24 23		11 48		120 00		
Elphinstone	119 64	44	564 21	3 70	25	535 75	32 65	0 82	1 64		50 00		
Elva	481 35	311	5,930 42	27 89	17	368 10	217 44	2 04	15 02		144 00		
Emerson	1,644 36	1,314	18,269 39	105 49	338	7,489 43	494 26	4 57	49 94	6 46	520 00	61 33	100 00
Fort Rouge (Winnipeg)	‡	481	3,284 33	26 96	27	568 55	67 54	0 78	8 67	0 92	100 00		
Fox Warren	320 85	703	15,172 49	68 29	89	2,353 09	64 34	1 53	39 84		130 00	8 00	
Franklin	545 97	786	16,381 36	75 25	53	1,022 24	26 90	1 89	46 61		200 00	2 00	
Gilbert Plains	680 28	820	19,388 93	88 67	100	2,746 57	141 60	3 35	50 47		128 00	46 00	
Gladstone	2,070 53	786	14,568 69	75 05	361	7,745 62	476 57	5 68	40 03	1 95	560 00	12 00	125 00
Glenboro'	1,233 16	718	13,053 21	66 57	177	4,243 73	205 91	3 43	33 41		445 00	3 00	100 00
*Goodlands	223 21	55	1,697 13	6 98			11 35	0 23	4 24		44 00	4 00	
Grand View	749 88	472	11,791 47	55 07	95	3,663 86	129 93	2 22	30 67		200 00		
Gretna	1,552 39	990	10,645 44	68 08	159	4,629 92	308 91	1 59	27 45		610 00	10 00	137 50
Griswold	960 08	456	13,028 79	58 42	146	4,388 59	241 52	4 46	34 27	4 61	379 00	180 00	75 00
Hamiota	1,727 11	873	21,753 10	99 44	317	10,519 50	435 42	7 35	54 93		520 00	4 00	100 00
Hartney	1,748 29	1,167	25,330 07	125 56	235	6,193 19	409 63	10 83	65 81	3 98	540 00	3 00	100 00
High Bluff	504 18	194	5,910 81	24 79	46	877 67	59 00	1 15	15 09	1 06	230 00	1 33	
Hilton	244 03	108	2,517 85	11 72	10	284 55	24 85	2 60	6 27		115 00		
Holland	1,206 68	532	6,693 90	41 44	163	3,352 28	209 31	2 49	17 87		100 00	10 00	75 00
Holmfield	512 47	531	9,554 85	46 84	79	1,817 62	78 25	2 16	24 46	1 26	140 00		
Isabel Street (Winnipeg)	‡	638	5,503 20	40 00	8	97 01	122 36	1 03	13 81		100 00		
Isabel Street North (Winnipeg)	‡	840	8,327 58	64 49	17	178 85	76 90	1 90	20 81	2 17	100 00		
Killarney	1,882 76	1,753	36,343 76	175 46	377	7,845 23	565 82	11 81	93 38	10 62	560 00	16 00	125 00
Larivière	518 97	392	9,536 71	42 45	59	1,116 10	36 77	2 66	24 18		210 00	21 00	
Lauder	554 90	456	16,105 33	63 12	72	3,051 05	77 60	2 40	44 05	18 80	180 00		
Laurier	264 81	154	3,707 75	17 60	16	333 57	16 76	1 09	9 45		150 00		
Letellier	464 30	194	5,026 90	21 67	29	551 33	58 70	2 92	12 62		180 00	19 00	
Louise Bridge	243 66	81	757 79	5 62	20	654 05	11 00		2 77		90 00		

Macgregor	1,470 75	1,348	22,153 56	114 97	336	7,467 48	458 21	4 55	58 63	89	430 00	5 00	75 00
Main Street North (Winnipeg)	‡	328	2,594 25	24 51	7	128 31	121 90	0 63	6 71	.....	100 00	.....	.....
*Main Street South (Winnipeg)	‡	1,035	21,324 06	104 33	15	162 71	3,224 25	5 62	53 30	3 83	48 75	.....	.....
Makinack	292 51	256	5,135 50	24 52	61	1,568 71	41 95	0 91	14 89	.....	240 00	16 00	.....
Manitou	2,249 12	1,826	30,196 84	159 18	416	9,901 85	544 60	15 35	82 25	7 56	700 00	12 50	150 00
Mariapolis	271 31	214	6,351 37	27 48	57	1,234 59	103 50	1 34	16 70	.....	110 00	16 00	.....
Mather	362 63	300	9,010 52	37 78	28	752 25	33 07	2 18	22 80	.....	100 00	.....	.....
Melita	2,060 31	1,072	16,471 96	90 81	528	18,937 94	1,123 61	6 84	43 29	8 76	580 00	6 00	125 00
Methven	199 03	108	2,814 99	12 85	15	404 65	15 20	1 18	7 77	.....	115 00	.....	.....
Miami	918 59	1,262	29,992 97	142 16	171	3,263 47	247 89	6 85	77 44	1 20	360 00	4 00	40 00
Miniota	540 01	387	5,513 35	31 23	45	803 57	126 37	1 26	14 64	.....	170 00	22 66	.....
Minitonas	144 97	105	1,382 72	7 19	17	708 72	8 00	0 21	4 27	.....	‖101 00	2 00	.....
Minnedosa	2,700 39	2,015	26,936 99	154 04	727	13,422 49	910 49	3 88	75 76	24 72	740 00	24 00	150 00
Minto	494 09	659	20,516 45	83 13	55	1,586 03	83 90	2 75	51 30	.....	190 00	12 00	.....
Morden	3,814 05	1,603	21,363 56	124 40	750	18,673 37	1,906 54	12 13	55 68	2 27	1,000 00	12 00	200 00
Morris	1,375 73	1,235	22,547 71	107 88	228	5,358 81	251 77	2 44	57 45	7 23	410 00	.....	75 00
Napinka	876 73	892	24,107 38	101 76	90	1,742 23	258 60	7 45	61 41	.....	320 00	72 00	75 00
Neepawa	4,135 29	2,914	49,109 80	251 72	645	13,104 91	995 75	7 90	126 45	5 98	1,060 00	12 00	225 00
Nesbitt	292 07	101	1,961 24	10 20	15	503 86	49 90	.....	5 31	.....	130 00	5 00	.....
Newdale	732 51	984	21,331 82	97 53	112	1,908 22	124 00	2 44	53 94	.....	270 00	.....	.....
Ninette	326 73	357	6,644 95	32 03	43	898 93	58 71	0 33	17 25	.....	120 00	.....	.....
Ninga	698 94	921	21,066 34	96 90	97	2,486 31	136 10	3 16	55 73	.....	280 00	16 00	.....
Notre Dame de Lourdes	267 71	251	5,394 09	29 59	55	1,630 64	3 60	0 64	16 32	.....	120 00	.....	.....
Oak Lake	1,482 08	1,061	22,982 93	107 82	223	6,355 68	501 99	7 85	60 00	.....	548 00	.....	125 00
Oak River	873 34	473	14,566 72	59 05	107	2,716 37	123 80	2 05	38 49	.....	300 00	4 00	.....
Pierson	676 71	351	6,378 36	33 33	64	2,331 56	131 01	2 72	17 08	0 83	240 00	12 00	.....
Pilot Mound	1,710 46	1,222	18,736 95	99 47	383	9,486 94	432 69	8 08	49 77	6 00	540 00	12 00	125 00
Pipestone	558 74	613	13,901 80	64 79	38	678 57	124 19	3 16	34 90	.....	200 00	4 00	.....
Plumas	795 20	637	13,621 94	63 77	105	2,870 01	77 50	3 73	35 99	.....	270 00	6 00	.....
Plum Coulee	850 65	466	5,005 60	30 19	59	1,671 56	106 00	1 89	12 65	.....	300 00	.....	.....
Portage Avenue Centre (Winnipeg)	‡	565	5,152 08	40 11	5	24 25	37 50	1 28	12 87	2 88	100 00	.....	.....
Portage la Prairie	8,810 49	2,811	38,777 18	214 70	2,931	42,551 84	4,781 95	17 57	104 26	20 13	§2,587 78	32 00	.....
Rapid City	1,539 86	1,838	29,141 37	155 20	275	6,202 14	479 10	6 01	77 11	9 25	450 00	3 00	100 00
Rathwell	702 06	612	11,777 35	58 53	65	1,547 47	131 26	2 62	30 84	0 01	220 00	25 00	.....
Reaburn	406 20	29	486 32	2 79	22	439 19	43 15	0 37	1 41	.....	180 00	60 00	.....
Reston	647 88	320	8,034 52	36 42	103	3,271 50	86 12	3 66	21 01	.....	250 00	12 00	.....
Roland	1,338 31	1,714	42,745 88	184 97	120	2,656 85	178 30	3 96	167 50	3 62	440 00	4 00	100 00
Rosebank	274 26	259	6,097 58	27 10	25	641 04	10 65	1 05	15 34	.....	100 00	.....	.....
Rosenfeld	388 18	627	16,584 36	68 66	25	580 38	45 90	0 90	41 50	.....	140 00	.....	.....
Rounthwaite	339 87	381	7,510 80	36 87	41	878 31	51 50	1 10	19 32	0 95	160 00	.....	.....
Russell	1,191 43	623	11,762 62	60 79	232	5,882 62	339 82	5 22	35 13	.....	420 00	34 00	75 00
St. Alphonse	79 62	152	3,341 51	17 86	21	1,014 27	14 10	0 62	10 22	.....	56 00	.....	.....
St. Boniface	949 11	329	4,078 90	30 83	359	8,523 11	335 24	1 47	17 55	.....	410 00	4 00	75 00
St. Jean Baptiste	435 23	284	5,552 86	28 09	53	1,094 22	73 45	1 54	14 23	.....	180 00	.....	.....
St. Laurent	197 76	193	3,474 51	17 92	55	822 57	45 55	0 77	9 52	.....	100 00	.....	.....

*Accounting from 1-3-'02. † Including 50 cents arrears. ‡ Included with revenue of Winnipeg. § Including commission on box rents.
‖ Including $2 arrears. ¶ Accounting from 1-10-'01.

APPENDIX C —*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Concluded*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*St. Norbert	182 73	36	184 23	2 53	6	69 89	43 65	.....	6 51	.....	60 00	.....	.....
St. Pierre	317 40	297	6,859 17	31 16	68	2,377 62	76 12	1 01	17 66	.....	120 00	.....	.....
Selkirk	2,193 29	828	12,359 23	69 75	351	7,710 31	413 89	3 46	37 80	25 37	667 50	60 00	150 00
Shoal Lake	1,367 08	714	12,200 16	70 29	229	4,532 69	325 68	7 07	34 03	.....	440 00	6 00	100 00
Sidney	867 02	435	12,896 80	54 01	66	1,612 08	73 12	1 83	32 92	.....	350 00	5 83	75 00
Solsgirth	472 05	408	6,860 91	33 80	42	851 82	61 42	1 58	17 63	.....	160 00	16 00	.....
Somerset	408 41	318	9,212 38	41 56	76	1,323 23	78 12	2 42	23 44	.....	150 00	4 00	.....
Souris	2,728 68	767	16,983 88	84 12	408	11,189 61	767 27	8 43	45 87	3 90	760 00	6 00	150 00
Steinbach	324 05	547	20,972 08	79 32	45	845 18	54 56	2 49	53 03	.....	144 00	20 00	.....
Stockton Station	242 33	327	4,817 86	25 34	26	689 89	51 72	1 00	12 04	.....	135 00	.....	.....
Stonewall	1,460 21	861	13,450 82	79 81	228	4,443 98	346 98	3 38	35 95	0 48	480 00	30 00	100 00
Strathclair Station	517 42	534	11,640 02	53 29	60	1,114 16	127 05	3 34	29 53	0 31	260 00	20 00	.....
Swan Lake	555 16	648	16,336 73	73 53	119	2,452 59	97 85	4 51	41 36	0 21	170 00	6 00	.....
Swan River	1,224 59	1,372	32,541 61	142 29	352	11,742 18	133 34	1 77	90 64	.....	§543 00	4 00	100 00
Thornhill	270 25	292	5,141 51	25 71	27	353 60	23 28	1 43	13 03	.....	140 00	12 00	.....
Treesbank	247 91	266	5,192 51	26 11	49	1,370 09	27 80	0 95	13 07	0 50	140 00	3 00	.....
Treherne	1,404 59	874	14,873 77	76 72	184	4,441 09	288 74	5 75	38 51	.....	450 00	8 00	75 00
Virden	2,926 29	1,556	37,554 89	180 46	725	16,515 39	1,239 64	20 03	98 38	12 71	895 00	12 00	200 00
Waskada	330 85	269	8,835 22	36 40	20	672 95	38 97	1 10	22 08	.....	66 00	6 00	.....
Wawanesa	1,939 35	1,063	21,706 33	106 17	1,697	22,474 63	3,586 08	11 19	54 92	.....	500 00	12 00	100 00
Westbourne	465 52	241	4,447 95	23 26	65	1,608 49	172 64	2 22	11 82	.....	210 00	24 00	.....
Winkler	1,172 58	287	2,865 71	19 24	72	1,698 39	101 54	3 21	8 51	.....	400 00	.....	75 00
Winnipeg	156,734 36	13,156	169,029 52	1,359 19	14,772	1,166,542 88	73,756 18	467 39	.....	.....	†	.....	.....
Non-accounting Post Offices	27,579 41	.....	.....	.....	.....	.....	.....	.....	.....	.....	12,436 48	322 33	.....
LESS—Value of Postage Stamps affixed to Postal Notes	322,387 27 384 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	322,003 27	104,766	1,949,597 30	10,137 03	73,912	1,809,149 33	127,608 45	539 30	4,686 17	338 12	56,824 32	2,203 48	5,352 50

* Accounting from 1-4-02. † Commission to non-accounting offices, &c. ‡ Salary, &c., entered in Auditor General's Report. § Including $1 arrears. ‖ Including $2.50 arrears.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alameda, Assa	1,065 33	723	13,365 29	65 71	306	8,995 34	334 95	3 86	39 76	7 51	§319 50	§ 18 17	.....
*Arcola, Assa	699 70	5	466 70	2 91	4	144 39	78 51	0 50	1 25	.....	172 00	13 17	.....
Balgonie, Assa	517 88	542	9,542 27	47 05	52	1,502 43	49 90	1 05	24 78	.....	170 00	¶ 10 33	.....
Banff, Alta	1,244 63	904	12,289 33	81 90	137	2,832 29	261 92	1 63	32 32	8 84	418 00	.....	75 00
Battleford, Sask	681 24	761	11,499 82	64 99	69	1,996 47	68 92	3 95	29 57	1 55	340 00	12 00	75 00
Bowden, Alta	230 29	224	3,014 40	15 78	65	1,296 40	90 84	1 76	8 00	.....	84 00	.....	.....
Broadview, Assa	766 70	759	11,480 24	63 68	143	3,066 08	218 24	3 91	31 34	5 57	357 00	12 00	75 00
Calgary, Alta	16,447 07	4,265	63,521 36	427 77	3,185	74,336 26	7,198 23	36 82	190 11	25 82	‡3,806 24	400 00	.....
Canmore, Alta	622 18	971	30,257 86	235 13	36	937 89	69 90	2 31	76 47	41 95	307 00	.....	37 50
Cannington Manor, Assa	233 45	122	2,419 42	15 21	80	1,911 45	135 58	0 85	8 50	.....	230 00	.....	.....
Cardston, Alta	1,391 32	1,619	23,194 02	126 15	153	4,458 12	114 57	1 71	64 33	.....	380 00	22 00	75 00
Carievale, Assa	576 92	262	3,339 46	17 43	36	768 25	114 30	1 20	8 62	.....	150 00	2 00	.....
Carlyle, Assa	627 57	407	7,549 25	36 89	82	3,311 42	241 25	1 63	19 50	.....	116 00	23 67	.....
Carnduff, Assa	996 86	998	29,007 40	121 81	131	3,999 40	233 90	5 81	73 75	5 55	280 00	2 00	.....
†Churchbridge, Assa	429 57	438	7,582 34	37 23	46	1,265 23	42 15	0 86	18 64	.....	150 00	15 67	.....
Cochrane, Alta	529 86	50	732 98	5 73	74	1,714 70	35 35	1 78	4 25	.....	207 00	2 00	.....
*Didsbury, Alta	698 19	35	387 96	2 56	3	91 65	26 50	.....	1 09	.....	170 00	.....	.....
Duck Lake, Sask	554 09	179	2,297 88	15 62	162	3,780 06	152 49	1 65	9 91	.....	250 00	36 00	.....
Duhamel, Alta	200 02	228	2,024 79	12 17	121	3,845 85	60 70	.....	13 11	.....	60 00	.....	.....
Edmonton, Alta	6,039 36	2,489	31,897 24	200 73	1,431	42,511 48	2,673 58	13 73	106 89	6 63	1,450 00	77 50	300 00
Estevan, Assa	414 35	377	7,023 28	34 74	105	2,532 85	203 50	0 58	19 60	6 44	196 00	16 00	.....
Fairmede, Assa	57 87	17	514 54	2 13	20	388 42	14 25	0 31	1 66	.....	48 00	**20 00	.....
Fleming, Assa	695 48	505	11,694 04	51 54	144	3,138 95	174 48	6 06	33 64	.....	286 00	.....	.....
Fort Saskatchewan, Alta	900 18	737	16,847 46	79 42	193	5,337 99	180 31	3 17	45 98	.....	280 00	54 70	.....
Gainsborough, Assa	694 71	339	8,435 43	36 81	83	2,612 47	137 60	2 15	22 38	.....	190 00	12 00	.....

*Accounting from 1-6-'02. †Accounting from1-8-'01. ‡Including commission on box rents. §Including $1.50 arrears. ¶Including 33c. arrears. **Including $12 arrears.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in the North-west Territories—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Gleichen, Alta	563 56	305	1,699 06	29 83	59	1,138 20	123 20	1 47	12 71	.....	267 00	2 00	.....
†Glen Ewan, Assa	210 93	6	62 95	0 41	.....	.....	10 00	0 26	0 15	.....	70 00	.....	.....
Grenfell, Assa	1,692 39	1,282	26,558 95	140 83	277	6,657 44	583 83	10 68	70 35	11 92	590 00	12 00	125 00
High River, Alta	735 67	173	3,090 55	19 77	116	4,278 29	151 77	2 39	13 14	.....	220 00	12 00	.....
‡Hyde, Assa	46 69	85	1,653 82	7 68	14	279 93	11 25	0 37	4 40	.....	44 00	6 00	.....
Indian Head, Assa	3,761 34	1,511	29,855 83	157 19	492	12,087 66	1,064 28	7 11	79 54	.....	920 00	50 00	175 00
Innisfail, Alta	1,435 50	518	6,963 22	43 74	347	9,269 09	383 30	9 95	28 13	.....	440 00	7 34	100 00
Lacombe, Alta	2,294 08	1,615	20,088 72	126 16	603	18,602 00	578 67	15 03	71 00	2 30	560 00	30 00	125 00
Lamerton, Alta	215 64	56	949 71	4 89	41	1,466 92	35 25	3 41	4 01	.....	90 00	.....	.....
Leduc, Alta	723 12	735	9,490 65	51 33	190	4,698 39	219 07	2 47	26 83	.....	250 00	15 00	.....
Lethbridge, Alta	4,542 09	2,472	39,197 22	305 18	826	21,970 14	1,167 82	10 05	118 23	31 65	1,080 00	100 00	225 00
Lumsden, Assa	740 25	517	13,167 41	60 08	47	1,489 47	100 10	3 63	33 33	.....	200 00	20 00	.....
Macleod, Alta	2,575 58	871	14,578 50	92 00	425	9,950 61	466 36	10 52	45 18	2 18	831 50	26 00	150 00
Maple Creek, Assa	1,745 95	935	13,549 16	85 73	217	6,345 94	175 22	6 53	40 00	2 80	1517 50	18 00	100 00
Medicine Hat, Assa	3,629 33	2,279	35,103 90	211 81	576	15,860 82	953 48	13 95	96 53	37 96	**951 00	10 00	200 00
††Milestone, Assa	120 24	165	4,919 57	19 30	16	618 61	23 24	.....	12 68	.....	112 00	2 00	.....
Millarville, Alta	318 86	73	881 94	7 39	19	306 58	.....	0 36	2 84	.....	150 00	.....	.....
Moose Jaw, Assa	4,427 56	2,712	61,123 71	297 99	609	16,306 71	833 66	20 34	159 53	14 02	**1,001 00	130 00	200 00
Moosomin, Assa	3,654 48	1,224	26,633 25	133 63	736	18,308 17	1,842 22	16 83	74 67	20 66	1,031 50	171 66	200 00
North Portal, Assa	186 02	239	5,819 96	26 45	35	561 64	31 30	0 91	15 12	0 09	115 00	6 00	.....
Nutana, Sask	204 76	138	2,554 78	12 50	52	1,441 51	51 30	0 78	7 64	.....	160 00	.....	.....
Okotoks, Alta	800 68	430	7,576 24	38 08	138	5,385 76	193 35	0 35	20 51	.....	240 00	6 00	.....
Olds, Alta	1,170 25	910	10,396 39	61 51	256	6,745 20	265 21	2 72	32 48	.....	340 00	4 00	75 00
Oxbow, Assa	999 25	973	32,873 53	130 46	188	5,870 01	307 19	5 63	85 92	8 95	330 00	10 00	75 00
Pincher Creek, Alta	1,796 54	1,739	24,639 40	141 90	260	8,438 09	203 98	8 32	68 60	.....	508 00	16 00	109 00
Ponoka, Alta	1,173 60	986	10,945 72	62 93	275	8,471 54	277 72	2 61	40 60	.....	280 00	2 00	.....
Prince Albert, Sask	3,266 98	1,531	28,360 54	144 68	700	13,022 68	1,005 19	10 49	85 54	4 05	880 00	60 00	175 00
Qu'Appelle, Assa	960 55	740	12,218 44	70 36	206	6,532 35	251 38	4 02	33 68	.....	360 00	60 00	75 00
Red Deer, Alta	2,112 97	1,222	15,062 12	90 76	576	15,174 15	678 15	9 56	53 25	1 79	520 00	16 00	100 00
Regina, Assa	11,627 98	2,593	33,693 89	209 13	2,781	46,890 77	12,195 98	23 11	96 77	9 67	$2,535 98	165 00	50 00
‡Rosthern, Sask	1,332 61	304	6,121 98	30 07	87	2,533 89	148 95	4 26	17 12	.....	340 00	6 00	75 00
*Rouleau, Assa	197 16	17	99 64	0 78	.....	.....	4 00	0 21	0 25	.....	40 00	.....	.....
St. Albert, Alta	324 96	280	7,188 88	32 32	63	2,084 54	70 75	1 22	19 51	.....	140 00	14 00	.....

Saltcoats, Assa	668 59	530	9,056 53	50 63	151	3,518 07	96 40	2 63	26 39	4 85	340 00	10 00	75 00
Saskatoon, Sask	666 34	594	9,571 40	48 04	120	4,614 15	99 26	1 85	26 29		140 00	44 00	
Sintaluta, Alta	921 16	650	19,022 43	84 72	103	2,753 33	136 42	4 90	48 57	1 70	252 50		
South Qu'Appelle, Assa	1,598 04	716	11,774 05	74 10	280	7,644 51	397 14	5 57	35 44	1 44	530 00	30 00	100 00
Strathcona, Alta	2,322 38	1,462	17,035 21	108 95	381	9,510 22	390 58	4 41	50 81	1 77	620 00	18 64	150 00
Swift Current, Assa	692 55	218	2,835 27	17 45	25	548 11	43 05	0 11	7 52	0 91	217 50	4 00	
Wapella, Assa	1,631 16	943	22,895 69	109 80	177	3,887 26	366 00	10 45	60 61	2 78	496 00	40 00	75 00
Wetaskiwin, Alta	2,722 32	1,996	30,685 89	155 98	506	13,458 52	626 06	5 87	97 18		560 00	24 00	137 50
Weyburn, Assa	657 61	854	22,797 95	95 86	206	9,035 76	109 74	2 68	60 68		150 00		
Whitewood, Assa	1,492 11	705	18,379 91	86 97	356	10,456 98	284 25	10 72	62 63	10 20	563 00	50 00	100 00
Wolseley, Assa	1,853 65	1,048	33,123 38	144 35	344	9,769 17	624 74	11 05	87 51	19 56	545 00	90 00	100 00
Yellow Grass, Assa	358 92	486	13,841 13	55 58	135	6,917 77	44 90	0 90	36 23		72 00		
Yorkton, Assa	2,410 06	1,308	17,933 32	104 90	525	14,490 08	732 75	3 75	56 37		635 00	64 00	125 00
Non-accounting Post Offices	21,560 21										8,896 91	135 78	
Less—Value of Postage Stamps affixed to Postal Notes	136,759 92 156 00												
Totals	136,603 92	59,112	1,049,555 98	5,788 32	21,397	546,166 90	41,273 45	371 74	3,011 98	304 11	39,645 13	2,236 63	4,734 00

*Accounting from 1-6-'02. ††Accounting from 1-2-'02. and $3 arrears of salary. ‡Accounting from 1-9-'01. ‖Including $2.50 arrears. †Closed from 1-5-'02. **Including $3 arrears. §Including commission on box rents

YUKON.

Bonanza	978 58	1,928	107,547 05	557 23	37	2,354 55	2 00				*		
‡Caribou Crossing	10 99	18	462 30	3 98	1	6 25					*		
Dawson	16,940 55	22,147	1,385,325 81	6,442 29	1,237	73,326 21	65 00				*		
White Horse	2,368 00	3,162	134,414 83	699 09	350	18,085 88	50 90				*		
Non-accounting Post Offices	982 80												
Less—Value of Postage Stamps affixed to Postal Notes	21,280 92 1 75												
Totals	21,279 17	27,255	1,627,750 02	7,702 59	1,625	93,772 89	117 90						

*Salary, &c., entered in Auditor General's Report. ‡Accounting from 1-5-'02.

BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1902.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbottsford	279 53	517	13,259 25	58 59	154	2,736 88	192 55	2 59	36 27	.....	120 00	24 00	.....
Agassiz	613 39	472	4,413 66	31 79	89	2,023 76	108 86	0 63	12 54	2 87	320 00	.....	75 00
Ainsworth	260 81	190	1,701 78	11 07	54	1 380 97	60 37	0 30	6 43	.....	170 00	.....	.....
Alberni	532 16	596	8,999 97	54 28	165	2,979 67	101 68	3 99	23 59	5 14	250 00	2 00	.....
Aldergrove	54 22	92	986 83	5 95	20	482 93	41 30	0 80	2 57	.....	30 00	.....	.....
Armstrong	754 80	817	11,136 20	63 91	119	2,639 73	236 51	2 92	28 72	4 06	280 00	**10 84	.....
Arrowhead	211 81	154	3,261 48	18 00	31	686 37	54 70	0 91	8 46	.....	165 00	21 00	.....
Ashcroft	1,828 46	983	13,858 75	92 91	351	10,809 71	621 53	3 43	36 82	8 53	660 00	460 00	125 00
Atlin	1,145 46	1,380	36,885 15	162 23	138	4,030 41	56 17	.....	.....	.....	.....	.....	.....
Barkerville	474 25	706	15,514 92	75 13	64	3,457 69	94 30	2 57	42 07	6 96	240 00	.....	.....
Barnet	230 41	207	3,081 25	19 65	10	348 60	4 20	0 39	7 74	.....	56 00	.....	.....
Beaver	148 99	301	5,164 95	34 73	11	201 16	23 40	.....	13 30	2 87	80 00	.....	.....
Camp McKinney	350 96	450	10,900 10	19 44	62	2,213 97	59 85	1 57	29 34	4 99	254 00	28 00	.....
Cascade	535 39	1,155	22,208 52	123 25	91	1,801 54	57 90	0 13	57 69	.....	240 00	6 00	37 50
Central Park	119 36	163	1,589 66	10 78	26	490 20	9 75	0 51	3 98	.....	60 00	.....	.....
Chemainus	916 25	1,698	28,131 55	175 05	128	2,528 96	54 75	0 81	71 51	9 43	360 00	.....	75 00
Chilliwack	1,580 87	1,656	32,360 57	158 24	357	8,887 17	464 05	6 94	83 87	23 28	550 00	44 00	125 00
Clayoquot	121 61	121	3,457 64	14 74	14	485 49	44 70	0 47	8 66	.....	110 00	.....	.....
Clinton	601 25	329	8,800 17	40 58	58	1,078 91	56 70	1 82	22 55	0 37	300 00	20 00	75 00
Cloverdale	210 51	183	2,784 61	20 14	62	1,666 32	58 80	0 80	7 62	.....	70 00	20 00	.....
Columbia	545 01	841	9,674 78	57 08	116	2,147 93	63 59	0 78	25 86	.....	240 00	.....	.....
Comox	292 87	569	11,917 23	58 97	89	3,196 58	23 10	1 31	31 13	6 82	205 00	10 00	.....
Corfield	122 68	136	2,287 76	19 98	14	135 66	8 05	0 49	5 87	.....	54 00	.....	.....
Courtenay	169 96	718	14,080 27	79 60	72	1,691 52	9 95	0 76	35 50	.....	72 00	.....	.....
Coutlee	111 08	118	2,077 73	14 16	15	550 45	33 95	0 51	5 67	.....	54 00	4 00	.....
Cranbrook	3,884 43	2,576	37,448 56	230 67	441	9,388 25	761 81	6 89	96 73	19 77	900 00	48 00	175 00

†Crofton	90 10	66	892 05	3 71	1	12 10	10 70	0 24	2 23	.....	3 33	.....	.....			
Cumberland	1,237 62	4,334	147,487 52	668 62	365	7,681 99	159 10	0 30	374 80	69 92	536 00	‡‡60 00	100 00			
Donald	63 39	142	1,668 96	12 72	1	2 40	12 80	.....	4 16	.....	65 00	.....	.....			
Duncan's Station	1,288 33	1,249	19,683 65	127 03	457	8,581 72	468 22	7 77	51 15	10 00	400 00	30 00	75 00			
‖Eholt	489 69	343	5,420 40	27 62	21	503 72	51 95	.....	13 67	.....	140 00	1 33	.....			
Enderby	561 53	322	3,004 22	21 37	76	1,290 70	190 55	1 81	7 77	.....	230 00	.....	.....			
‖Erie	428 84	530	12,822 23	60 52	21	308 60	27 75	0 73	32 10	.....	140 00	.....	.....			
Esquimalt	593 84	782	9,314 21	104 73	133	1,802 12	11 50	.....	26 65	.....	360 00	.....	75 00			
Extension	724 18	1,558	32,320 10	210 02	187	3,347 35	38 40	0 94	84 45	.....	305 00	1 16	37 50			
Fairview	757 88	635	13,557 53	62 30	504	8,574 38	425 03	2 55	35 70	2 31	290 00	.....	37 50			
Ferguson	52 31	612	9,394 94	56 47	82	1,887 78	91 15	1 67	24 74	.....	160 00	.....	.....			
Fernie	4,591 00	5,296	129,299 02	1,048 55	474	13,110 19	558 64	6 48	331 79	151 86	740 00	.....	150 00			
Field	731 25	527	17,870 59	151 31	44	1,073 38	54 70	2 27	46 39	17 39	240 00	.....	.....			
Fort Steele	1,078 92	774	8,709 97	54 93	264	4,951 75	463 52	2 16	24 46	4 95	520 00	35 82	125 00			
Gladstone	107 30	191	4,562 82	37 85	27	596 09	13 75	0 21	11 44	.....	54 00	.....	.....			
Golden	1,759 31	1,069	19,942 54	133 79	262	6,098 12	610 62	6 17	52 53	7 62	580 00	38 00	125 00			
Grande Prairie	115 42	40	1,879 30	6 73	4	79 75	26 20	0 92	4 69	.....	80 00	2 00	.....			
Grand Forks	3,829 85	3,359	59,377 10	315 27	891	18,833 89	647 18	13 64	162 37	17 21	990 00	.....	225 00			
Greenwood	3,855 91	4,509	59,015 52	401 85	838	17,103 83	1,030 35	5 59	158 16	27 62	1,420 00	20 00	287 50			
Halcyon Hot Springs	156 17	182	4,189 83	19 90	16	311 86	29 60	0 59	10 79	.....	103 00	.....	.....			
Hatzic	149 43	61	974 00	4 85	47	1,011 56	87 30	1 35	2 59	.....	78 00	.....	.....			
Hope	141 98	87	1,166 88	6 38	18	694 29	61 20	0 99	2 91	.....	60 00	.....	.....			
Illicillewaet	135 39	133	2,363 30	17 16	4	46 66	22 00	0 45	5 91	.....	84 00	.....	.....			
Kamloops	4,442 80	2,100	28,141 19	199 59	1,065	19,822 16	2,463 18	8 46	82 92	13 93	§1,292 43	60 00	206 25			
Kaslo	2,674 91	977	13,830 40	94 79	724	16,192 35	1,191 84	6 72	39 79	20 45	1,065 00	300 00	200 00			
Kelowna	786 67	1,026	25,009 24	118 37	107	1,858 64	479 70	2 44	63 40	5 87	300 00	.....	.....			
Kimberley	380 38	418	5,856 81	34 03	22	380 69	34 80	1 75	14 79	.....	180 00	.....	.....			
Lac la Hache	191 74	58	1,604 38	6 88	6	294 50	4 60	0 76	4 66	.....	108 00	.....	.....			
Ladner	1,085 00	1,293	27,390 30	146 98	218	6,731 06	167 09	2 88	74 02	7 71	390 00	1 50	75 00			
Ladysmith	1,155 32	2,061	39,386 68	198 59	366	6,128 93	190 05	1 12	100 37	20 97	288 00	.....	.....			
Langley	267 18	128	4,550 71	31 47	134	3,518 23	142 39	1 44	12 34	0 11	120 00	12 00	.....			
Lillooet	502 51	354	7,937 39	35 16	84	2,138 57	133 60	1 56	20 94	.....	260 00	2 00	.....			
Lytton	430 14	339	4,698 26	31 17	32	638 99	94 80	1 30	12 01	1 61	200 00	18 00	.....			
Mayne	212 63	330	4,206 88	30 59	94	2,619 12	78 05	1 41	14 21	.....	96 00	.....	.....			
*Michel	942 64	166	4,665 78	33 99	10	172 63	42 20	0 44	11 72	.....	170 00	.....	.....			
Midway	419 24	893	14,260 80	71 83	121	2,561 36	121 16	1 49	37 53	.....	235 00	130 00	.....			
Mission City	773 26	747	8,585 36	56 60	219	6,573 09	359 90	2 01	25 04	7 37	300 00	20 00	75 00			
Mount Pleasant	2,390 73	843	9,929 86	66 55	162	2,843 47	362 09	3 10	26 45	1 47	560 00	.....	125 00			
Mount Sicker	600 01	604	11,760 21	74 45	42	981 91	18 35	.....	29 95	.....	‡115 00	.....	.....			
Moyie	863 21	758	13,989 35	71 17	148	2,504 13	79 80	3 78	36 92	8 14	420 00	.....	75 00			
Nakusp	490 93	297	5,908 08	38 51	47	908 13	163 88	1 96	15 09	.....	240 00	.....	37 50			
Nanaimo	7,804 31	6,148	85,705 73	638 48	3,109	97,175 23	1,066 72	2 56	214 66	234 87	$2,855 79	392 00	.....			
Nelson	12,833 78	2,233	37,617 14	298 65	3,386	69,767 08	4,220 61	11 63	125 03	29 07	3,200 00	500 00	600 00			
New Denver	1,003 85	844	12,244 83	74 36	270	5,483 80	492 06	5 23	32 59	8 42	450 00	80 00	100 00			
New Westminster	10,258 78	4,917	65,737 20	519 71	2,970	67,240 62	3,829 80	10 35	191 73	40 94	$2,992 48	150 00	.....			
Nicola Lake	368 77	416	6,876 67	43 15	73	2,052 80	112 10	3 45	18 33	0 39	160 00	20 00	.....			
North Bend	285 29	99	1,307 64	10 50	30	556 85	19 15	1 20	3 47	1 24	165 00	.....	.....			

** Including 84 cents arrears. † Accounting from 1–5 '02. ‡ Including $20 arrears. ‡‡ Arrears. ‖ Accounting from 1–8–'01. § Including commission on box rents. ¶ Salary, &c., entered in Auditor General's Report, * Closed from 1–11–'01 to 1–4–'02.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
150 Mile House	438 06	178	4,351 74	22 28	27	764 64	36 60	1 38	11 73	....	224 00	90 00	....
Pallliser	231 18	49	1,258 13	6 29	5	151 14	30 35	1 00	3 14	....	80 00	.....	....
Phoenix	2,029 07	3,067	43,376 67	269 46	400	6,778 22	335 15	1 69	116 07	38 37	††547 00	.....	125 00
Pilot Bay	145 36	248	3,053 57	18 98	21	596 41	29 90	0 20	8 27	.....	96 00	.....	.....
Port Essington	517 06	498	11,516 17	76 19	24	644 15	13 06	0 97	29 56	.....	150 00	**2 33	.....
Port Hammond	634 63	383	3,924 75	25 47	148	3,004 95	164 81	1 50	10 50	3 56	230 00	.....	.....
Port Haney	189 99	73	1,231 46	6 91	49	1,050 03	111 74	1 48	4 18	.....	90 00	4 00	.....
Port Moody	398 88	228	5,826 25	51 54	17	604 05	16 20	0 39	15 09	.....	140 00	.....	.....
Port Simpson	322 91	142	4,218 92	16 87	46	923 03	45 95	.....	10 69	.....	140 00	.....	.....
Princeton	375 09	390	6,932 91	36 65	152	3,978 98	151 63	1 82	19 27	.....	150 00	.....	.....
Quesnel	421 00	594	11,114 45	58 99	85	2,581 49	74 39	0 96	28 28	6 33	223 00	8 00	37 50
Revelstoke	2,983 43	1,448	23,489 81	161 43	620	13,319 08	1,436 43	5 95	64 78	13 91	942 50	300 00	168 75
aRevelstoke Station	861 56	277	4,898 82	30 78	53	1,336 13	313 22	0 37	12 50	6 22	214 98	99 99	43 74
Robson	125 32	93	1,471 17	9 09	5	82 75	7 50	0 14	3 75	.....	87 50	.....	.....
Rogers Pass	247 43	50	2,374 97	9 88	2	9 00	.....	.....	5 64	.....	116 00	.....	.....
Rossland	10,381 02	4,526	63,498 29	440 20	3,172	66,701 78	2,350 46	8 16	223 17	38 48	3,000 00	.....	600 00
Salmon Arm	390 34	235	2,915 58	18 06	59	1,453 12	146 15	0 20	8 32	.....	120 00	.....	....
Salt Spring Island	338 25	336	4,703 72	32 09	106	2,058 52	102 88	1 44	12 18	.....	130 00	.....	.....
Sandon	1,849 66	1,317	23,454 20	138 72	332	5,830 09	629 78	2 63	61 93	.....	850 00	50 00	125 00
Sapperton	641 43	248	3,199 35	26 75	102	1,552 30	38 05	.....	9 13	.....	230 00	.....	.....
Sardis	342 62	297	3,227 32	19 63	48	1,025 78	89 22	0 66	8 91	....	120 00	.....	.....
Silverton	480 50	703	7,693 84	45 10	77	1,596 56	81 95	1 23	19 88	.....	300 00	.....	75 00
Slocan	1,330 73	2,565	55,512 39	268 62	233	4,911 84	282 27	4 02	142 36	36 22	460 00	.....	100 00
Soda Creek	170 78	187	2,963 80	16 62	10	114 02	17 50	.....	7 40	.....	120 00	30 00	.....
South Salt Spring	100 50	161	2,095 27	11 22	30	497 31	6 90	0 99	5 23	.....	44 00	.....	.....
Spence's Bridges	166 53	94	2,125 75	10 99	29	607 89	57 45	1 26	5 42	0 02	110 00	40 00	.....
Steveston	1,269 80	2,397	84,189 16	785 97	222	5,922 73	89 85	1 33	218 96	.....	550 00	3 00	125 00
*Sumas	61 38	25	72 37	0 77	4	49 63	3 00	.....	0 75	.....	24 00	2 00	.....
Three Forks	200 56	316	6,465 66	38 77	23	649 32	8 91	1 00	16 53	.....	80 00	.....	.....
Trail	1,757 79	1,998	34,859 36	251 23	298	4,931 24	321 82	4 86	92 92	25 01	700 00	.....	150 00
Trout Lake	414 72	510	9,138 31	46 00	99	2,755 20	174 50	4 78	26 17	.....	150 00	.....	.....
Union Bay	215 45	635	23,624 89	111 46	28	598 48	10 50	0 42	59 42	....	135 0	.....	.....

Vananda	527 21	1,110	14,292 32	83 56	103	2,718 78	60 09	0 89	40 10	5 34	240 00			
Vancouver	57,300 98	15,432	306,337 93	2,594 54	15,638	436,359 52	13,680 21	‡23 89			‡			
Vancouver, East End	2,629 23	1,528	15,389 85	117 75	36	692 41	427 84	1 82	39 33		100 00			
Vancouver, West End	§	213	2,282 08	16 69	20	396 56	18 60	0 37	6 68		¶65 00			
Vernon	2,930 16	918	13,392 03	106 05	706	17,507 25	1,277 09	7 79	40 76	11 91	900 00	30 00	200 00	
Victoria	50,172 35	14,712	191,053 26	1,575 78	12,731	352,754 97	10,964 14	†10 93			‡			
Victoria West (Victoria)	667 74	295	2,970 12	23 45	41	817 82	12 49	9 44	8 66		180 00			
Wellington	224 05	616	5,688 40	38 94	152	4,013 82	72 63		16 50	4 74	250 00		125 00	
Whitewater	379 01	720	15,696 31	87 50	46	796 90	119 99	2 87	39 70	13 28	180 00			
Whonnock	240 22	331	4,179 97	23 38	61	1 533 83	51 20	1 31	12 05	2 42	130 00			
Wilmer	347 43	469	6,886 42	40 06	19	335 62	59 40	1 45	17 29		92 00			
Yale	385 02	149	1,709 17	11 51	65	946 48	148 07	1 28	4 90		200 00			
Ymir	1,105 81	1,460	32,528 60	226 95	212	4,871 04	233 85	2 33	84 79		400 00		75 00	
Non-accounting post offices	22,412 70										10,371 68	286 69		
Less—Value of postage stamps affixed to postal notes	260,132 54 302 00													
Totals	259,830 54	134,499	2,383,669 38	16,175 37	57,313	1,445,227 35	58,569 28	282 30	4,986 79	1,012 34	53,243 69	3,520 66	5,368 74	
Dead Letter Office, Ottawa	60 85													
High Commissioner's Office, London, Eng.	253 06													

¶ Including $5 arrears. | Including $20 arrears. ‡ Salary, &c., entered in Auditor General's Report. †† Including $1 arrears. † Commission to non-accounting offices, &c. ** Including 33c. arrears. § Included with revenue of Vancouver. *a* Closed from 1-9-'01. * Closed from 1 10 '01.

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APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
ABBOTT'S Corners	Missisquoi, Q	75 90	28 00		
Abenakis	Dorchester, Q	49 00	16 00		
Abenakis Springs	Yamaska, Q	175 50	70 00		
Aberarder	Lambton, W.R., O	48 50	40 00		
Abercrombie	Pictou, N.S	24 00	12 00		
Aberdeen	Grey, S.R., O	41 00	30 00		
Aberdeen	Inverness, N.S	20 25	12 00		6 00
‡Aberdeen	Burrard, B.C	27 20	10 00		
Aberdour	Bruce, W.R., O	101 00	40 00		
Abernethy	Assa. East	29 80	20 00		
Abigail	Brandon, M	9 94	12 00		
Abingdon	Wentworth, S.R., O	89 84	40 00		
Abram River	Yarmouth, N.S	17 00	10 00		
Abrams Village	Prince East, P.E.I	47 00	24 00		
Acacia	Norfolk, N.R., O	30 00	16 00		
Acaciaville	Digby, N.S	44 04	24 00		
Acadie	Kent, N.B	40 92	20 00	2 00	
Acadie Siding	Kent, N.B	79 50	32 00	4 00	
Achosnach	Inverness, N.S	20 98	12 00		
Acton's Corners	Leeds & Grenville N.R.O	33 16	18 00		
Adair	Assa. East	85 89	32 00		
Adamsville	Bruce, N.R., O	18 94	12 00		
Adamsville	Brome, Q	136 92	72 00		
Adamsville	Kent, N.B	43 20	20 00		
Adderley	Megantic, Q	25 16	22 00		
Addingham	Macdonald, M	30 72	18 00		
Addington Forks	Antigonishe, N.S	13 94	16 00		
Adelaide	Middlesex, W.R., O	153 00	76 00		
Adelphi	Yale & Cariboo, B.C	92 64	25 00		
*Adjala	Cardwell, O	14 50	2 50		
Admaston	Renfrew, S.R., O	99 03	48 00		
Admiral Rock	Hants, N.S	27 50	12 00		
Adolphe	Middlesex, W.R., O	115 90	18 00		
Adstock	Beauce, Q	109 70	56 00		
Aetna	Alta	33 00	12 00		
Afton	Antigonishe, N.S	104 40	48 00	12 00	
Afton Road	Queen's East, P.E.I	5 00	10 00		
Afton Station	Antigonishe, N.S	18 93	12 00		
Agricola	Alta	72 11	36 00		
Ahmic Lake	Muskoka & Parry So., O	34 98	20 00		
†Ahoussat	Vancouver, B.C	20 00	3 33		
Ahuntsic	Laval, Q	96 89	40 00	5 00	
Aikenside	Brandon, M	58 21	28 00		
Aird	Missisquoi, Q	16 00	16 00		
Airdrie	Alta	15 00	12 00		
Airlie	Simcoe, S.R., O	22 00	20 00		
Air Line Junction	Welland, O	46 00	24 00		
Aitkin's Ferry	King's, P.E.I	117 00	36 00		
Akerly	Sunbury & Queen's, N.B	6 00	12 00		

*Opened 1-4-02. †Opened 1-5-02. ‡Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*Alaindale	Lotbiniere	Q	10 00	3 33		
Alamo	Yale & Cariboo	B.C	80 00	44 00		
Alba	Inverness	N.S	19 46	18 00		
Alba	Renfrew, N.R.	O	25 00	20 00		
Albanel	Chicoutimi	Q	54 00	16 00		
Albany	Prince East	P.E.I	133 70	68 00	60 00	
Albany Cross	Annapolis	N.S	27 98	12 00		
Alberry Plains	Queen's East	P.E.I	18 18	12 00		
Albert	Hastings, E.R.	O	21 88	16 00		
Albert Bridge	Cape Breton	N.S	31 94	20 00		
Albert Canyon	Yale & Cariboo	B.C	63 63	57 00		
Albertine	Victoria	N.B	64 00	24 00		
Albert Mines	Albert	N.B	125 90	56 00		
Alberton	Wentworth N. & Brant	O	181 50	60 00		
Albion	King's	P.E.I	64 17	16 00		
Albuna	Essex, S.R.	O	25 90	16 00		
Albury	Prince Edward	O	23 00	32 00		
Alcester	Brandon	M	11 97	16 00		
Aldboro'	Elgin, W.R.	O	65 50	36 00		
Alder Point	Cape Breton	N.S	20 94	12 00		
Alder River	Guysborough	N.S	9 50	12 00		
Aldershot	Wentworth, S.R.	O	118 56	48 00		
Aldersville	Lunenburg	N.S	17 12	12 00		6 00
Alderville	Northumberland, W.R.	O	17 00	16 00		
Aldina		Sask	30 00	50 00		
Aldouane	Kent	N.B	54 00	20 00		
Alert Bay	Vancouver	B.C	270 00	60 00		
Alexander	Inverness	N.S	45 00	28 00	2 00	16 00
Alexander's Point	Gloucester	N.B	49 17	40 00	20 00	
Alexandra	Queen's East	P.E.I	18 00	16 00		
Alexandria	Yale & Cariboo	B.C	129 12	60 00	2 00	
Alexandrina	Kent	N.B	17 00	12 00		
Alexis Creek	Yale & Cariboo	B.C	76 79	40 00		
Alfred Centre	Prescott	O	48 92	24 00		
Alice	Renfrew, N.R.	O	35 00	20 00		
Alison	Westmoreland	N.B	4 00	12 00		
Alkali Lake	Yale & Cariboo	B.C	34 00	16 00		
Allanburg	Welland	O	162 90	70 00		
Allandale	York	N.B	17 00	12 00		
Allanlea	Macdonald	M	16 00	16 00		
Allan Park	Grey, S.R.	O	86 84	56 00	6 00	
Allan's Corners	Chateauguay	Q	141 00	80 00	1 00	
Allan's Mills	Lanark, S.R.	O	81 00	36 00		
Allen	Frontenac	O	12 00	12 00		
Allen's Mills	Portneuf	Q	67 20	26 00		
Allenwood	Simcoe, N.R.	O	73 75	30 00		
Allisonville	Prince Edward	O	68 14	28 00		
Alliston	Queen's East	P.E.I	41 00	16 00		
Alloa	Peel	O	41 08	24 00		
Allsaw	Victoria, N.R.	O	7 96	12 00		
Allumette Island	Pontiac	Q	35 98	16 00		
Alma	Pictou	N.S	69 96	32 00		
Alma	Prince West	P.E.I	70 98	24 00	2 00	
†Alma Heights	Algoma	O	8 50	1 18		
Alma	Assa. East		43 67	36 00		
Almasippi	Lisgar	M	24 00	20 00		
Almira	York, E.R.	O	58 50	32 00		
Alport	Simcoe, E.R.	O	68 00	44 00		

*Opened 1-3-02. †Opened 19-5-02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Alsace	Muskoka & Parry Sd.	O 43 80	20 00		
Alsfeldt	Grey, S.R.	O 297 57	90 00		
Althorpe	Lanark, S.R.	O 20 00	12 00		
Alton	Colchester	N.S 38 80	20 00		
Altona	Ontario, W.R.	O 64 88	36 00		
Alvena		Sask 11 10	12 00		
*Alward	Westmoreland	N.B 15 62	9 17		
Amaguadus Pond	Cape Breton	N.S 15 21	12 00		
Amaranth Station	Wellington, N.R.	O 33 00	20 00		
Amber	York, E.R.	O 17 00	20 00		
Amberley	Huron, W.R.	O 119 04	53 00	4 00	
Ambleside	Bruce, E.R.	O 15 00	16 00		
Ameliasburg	Prince Edward	O 179 19	80 00		
Amherst Point	Cumberland	N.S 38 98	16 00		
Amiens	Middlesex, W.R.	O 11 00	12 00		
Amigari	Welland	O 323 26	120 00		
Amiro's Hill	Yarmouth	N.S 44 00	12 00		
Ammon	Westmoreland	N.B 5 00	12 00		
Amulree	Oxford, N.R.	O 56 98	34 00		
Anaconda	Yale & Cariboo	B.C 242 80	90 00		
Anagance Ridge	King's	N.B 16 00	12 00		
Ancienne Lorette	Quebec	Q 134 95	60 00	2 00	
Anderson	Perth, S.R.	O 73 00	36 00		
Anderson	Westmoreland	N.B 23 94	12 00		
Anderson's Corners	Huntingdon	Q 17 00	15 80		
†Andrew		Alta 19 00	4 00		
Andrewsville	Lanark, S.R.	O 60 00	40 00		
Ange Gardien	Montmorency	Q 328 23	60 00		
Ange Gardien de Rouville	Rouville	Q 262 12	110 00		
Angeline	Rouville	Q 103 50	50 00	8 00	
Angers	Labelle	Q 214 66	92 00	2 00	
Angus Ridge		Alta 8 98	12 00		
Annan	Grey, N.R.	O 144 00	76 00		
Annesley	Pontiac	Q 11 20	12 00		
Annidale	Sunbury & Queen's	N.B 18 00	12 00	10 00	
Anson	Hastings, N.R.	O 43 50	20 00		
Ansonia	Algoma	O 6 00	10 00		
Anten Mills	Simcoe, N.R.	O 72 00	38 00		
Anthracite		Alta 225 03	120 00		22 50
Antigonishe Harbour	Antigonishe	N.S 19 25	12 00		
Antigonishe Harbour (South side)	Antigonishe	N.S 8 90	12 00		
Antioch	Muskoka & P. Sd.	O 13 97	14 00		
Antler		Assa. East 329 75	68 00	4 50	
Antrim	Halifax	N.S 15 98	12 00		
Antrim	Lanark, N.R.	O 135 46	50 00		
Anvil Island	Burrard	B.C	20 00		
Appin	Antigonishe	N.S 12 00	12 00		
Appin Road	Prince East	P.E.I 17 96	12 00		
Appleby	Halton	O 103 85	36 00		
Appledore	Bothwell	O 14 00	16 00		
Apple Grove	Stanstead	Q 24 25	16 00		
Apple River	Cumberland	N.S 124 93	50 00	10 00	24 00
Appleton	Lanark, N.R.	O 222 16	95 00		
Apto	Simcoe, N.R.	O 39 92	16 00		
Arat		Assa. West 16 30	12 00		
Arcadia	Yarmouth	N.S 200 94	70 00	6 00	
Archer	Dundas	O 11 50	11 64		
Archibald	Colchester	N.S 24 50	12 00		

* Opened 1-8-01. † Opened 1-3-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Archibald Settlement	Restigouche, N.B	12 00	12 00		
Ardness	Pictou, N.S	12 94	12 00		
Ardoch	Addington, O	125 82	60 00		
Ardtrea	Simcoe, E.R., O	15 00	24 00		
Argenta	Yale & Cariboo, B.C		20 00	2 00	
Argyle	Victoria, N.R., O	134 41	64 00		
Argyle	Carleton, N.B	52 92	20 00		
Argyle	Yarmouth, N.S	32 00	22 00	10 00	
Argyle	Selkirk, M	62 41	18 00		
Argyle Head	Yarmouth, N.S	88 50	32 00		
Argyle Shore	Prince East, P.E.I	11 65	12 00		
Argyle Sound	Yarmouth, N.S	60 00	30 00		
Ariel	Muskoka & Parry Sd., O	50 50	20 00		
Arisaig	Antigonishe, N.S	15 25	14 00		
Arizona	Macdonald, M	54 00	22 00		
Arkell	Wellington, S.R., O	73 98	36 00		
Arlington	Cardwell, O	26 75	18 00		
Arlington	King's, N.S	16 21	12 00		
Arlington	Prince West, P.E.I	15 82	12 00		
Armadale	York, E.R., O	34 00	20 00		
Armadale	Kings, P.E.I	35 00	16 00	2 00	
Armagh	Bellechasse, Q	161 31	80 00	1 83	
Armand	Témiscouata, Q	93 20	56 00		
Armstrong	King's, N.B	4 50	10 00		
Armstrong	Beauce, Q	16 50	16 00	8 00	
Armstrong Lake	Assa. East	30 74	20 00		12 00
Armstrong's Brook	Restigouche, N.B	54 00	20 00		
Armstrong's Corner	Sunbury & Queen's, N.B	78 00	36 00		
Armstrong's Mills	Wellington, S.R., O	12 00	16 00		
Arnaud	Provencher, Man	118 67	12 00		
Arner	Essex, S.R., O	143 21	40 00		
Arnes	Selkirk, M	55 00	20 00		
Arnott	Grey, N.R., O	98 49	50 00		
Arnstein	Muskoka & Parry Sd., O	56 94	28 00		
Aroostook Junction	Victoria, N.B	232 65	76 00	4 00	
Arrow River	Marquette, M	136 12	50 00		
Arrowton	Marquette, M	11 00	20 00		
Arthurette	Victoria, N.B	46 00	20 00		
Arthurville	Bellechasse, Q	40 00	20 00		
Arundel	Argenteuil, Q	356 63	140 00	6 00	
Ascot Corner	Sherbrooke, Q	183 50	70 00	6 00	
Asessippi	Marquette, M	66 00	50 00		
Ash	Halton, O	35 46	20 00		
Ashdad	Renfrew, S.R., O	36 01	24 00		
Ashdale	Antigonishe, N.S	7 00	12 00		
Ashdown	Muskoka & Parry Sd., O	106 02	64 00	10 00	
Ashfield	Inverness, N.S	26 98	12 00		
Ashgrove	Halton, O	68 00	24 00		
Ashland	Carleton, N.B	12 00	12 00		
Ashley	Grey, N.R., O	22 00	20 00		
Ashville	Marquette, Man	94 00	21 00		
Asker	Alta	60 98	16 00		
Askilton	Inverness, N.S	8 94	12 00		
Aspdin	Muskoka & Parry Sd., O	167 86	68 00		
Aspen	Guysborough, N.S	76 34	36 00	9 34	12 00
Aspen Grove	Yale & Cariboo, B.C	65 47	20 00		
Aspotogan	Lunenburg, N.S	12 00	12 00		
Assametquaghan	Bonaventure, Q	23 50	14 00		
Asselstine	Lennox, O	20 00	16 00		

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APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Aston Junction	Nicolet, Q	47 20	12 00		
Aston Station	Nicolet, Q	117 00	78 00		
Atha	Ontario, W.R., O	35 00	16 00		
Athabasca Landing	Alta	113 36	28 00		
Athalmer	Yale & Cariboo, B.C	143 05	50 00		
Athelstan	Huntingdon, Q	10 00	16 00		
Atherley	Ontario, N.R., O	285 12	140 00		
Atherton	Norfolk, N.R., O	49 06	‡24 00		
Athlone	Cardwell, O	135 60	65 00		
Athol	Glengarry, O	70 23	36 00		
Atkin	Middlesex, W.R., O	38 00	20 00		
Atkinson	Frontenac, O	20 27	16 00		
Atlanta	King's, N.S	22 00	20 00		
Attercliffe	Wentworth, S.R., O	154 00	80 00		
Attercliffe Station	Haldimand & Monck, O	130 99	56 00	8 00	
Atwell	Selkirk, M	44 08	20 00		
Atwood's Brook	Shelburne & Queen's, N.S	27 00	16 00		
Aubert Gallion	Beauce, Q	87 00	40 00		
Aubigny	Provencher, M	28 45	12 00		
Aubrey	Châteauguay, Q	119 78	60 00		
Auburn	Queen's East, P.E.I	10 50	12 00	2 00	
Auburndale	Lunenburg, N.S	20 25	12 00		
Audet	Beauce, Q	24 00	12 00		
Audley	Ontario, W.R., O	59 00	28 00		
Audrey	Assa. East	25 00	12 00		
Aughrim	Middlesex, W.R., O	35 00	24 00		
Augsburg	Renfrew, N.R., O	58 72	32 00		
Augustine Cove	Prince East, P.E.I	57 00	‡28 00		
Auguston	Grey, E.R., O	17 20	16 00		
Auld's Cove	Guysborough, N.S	4 75	12 00		
Aurigny	Gaspé, Q	19 84	12 00		
Auvergne	Portneuf, Q	89 06	36 00		
Avery's Portage	York, N.B	35 37	20 00		
Avoca	Argenteuil, Q	116 00	40 00		
Avon	Middlesex, E.R., O	157 95	70 00		
Avon	Mégantic, Q	93 45	40 00		
Avonbank	Perth, S.R., O	73 06	30 00		
Avondale	Pictou, N.S	38 50	28 00		
Avondale	Carleton, N.B	79 50	30 00	1 00	
*Avondale	Queen's East, P.E.I	11 06	12 00		
Avondale Station	Pictou, N.S	41 20	16 00	8 00	
Avonhurst	Assa. West	42 60	12 00		
Avonmore	King's, N.B	32 00	12 00		
Avonport	King's, N.S	54 00	40 00		
Avonry	Bothwell, O	3 00	12 00		
Avonton	Perth, S.R., O	153 31	103 00	30 00	
Aweme	Macdonald, M	13 04	12 00		
Axe Lake	Muskoka & Parry Sd., O	13 76	12 00		
Aylsworth	Algoma, O	62 54	30 00		
†Azilda	Nipissing, O	294 81	90 00	2 00	12 00
Baccaro	Shelburne & Queen's, N.S	106 90	60 00		
Back Bay	Charlotte, N.B	104 00	48 00		
Back Lands	Antigonishe, N.S	4 00	10 00		
Back Meadows	Pictou, N.S	11 98	12 00		
Back Shore	Pictou, N.S	7 50	10 00		

*Late Pisquid Road †Late St. Azilda. ‡Including $4.00 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue. Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Baddeck Bay	Victoria.....N.S	22 90	12 00	4 00	
Baddeck Bridge	Victoria.....N.S	13 94	12 00		
Baddeck River, North Branch	Victoria.....N.S	13 31	12 00		
Baddow	Victoria, N.R .....O	34 00	20 00		
†Badenoch	Bruce, E.R .....O	91 98	33 00		
Badjeros	Grey, E.R .....O	192 50	80 00		
Baie de la Trinité	Saguenay.....Q	24 18	16 00		
Baie des Bacons	Saguenay.....Q	37 68	20 00		
Baie des Rochers	Charlevoix .....Q	8 50	12 00		20 00
*Baie d'Urfe	Jacques Cartier.....Q	59 00	20 00		
Baie St. Paul	Selkirk .....M		9 80		
Baie Verte Road	Westmoreland .....N.B	12 00	12 00		
Baillargeon	Lévis.....Q	168 36	64 00		
Baillie	Charlotte .....N.B	36 92	20 00	2 00	
Bairdsville	Victoria.....N.B	28 00	20 00	2 00	
Baker Brook	Victoria.....N.B	37 83	16 00		
Baker Settlement	Lunenburg.....N.S	35 96	12 00		
Balaclava	Grey, N.R .....O	65 00	40 00		
Balcarres	Assa. East	49 07	20 00		
Balderson	Lanark, S.R .....O	134 84	60 00	4 00	
Baldoon	Kent .....O	16 79	24 00		
Baldwin	York, N.R .....O	137 09	48 00		
Baldwin's Mills	Stanstead .....Q	180 20	80 00		
Baldwin's Road	King's .....P.E.I	16 00	12 00		
Baleine	Cape Breton.....N.S	6 83	5 83		
Balfour	Prince Edward.....O	8 20	12 00		
Balfour	Yale & Cariboo.....B.C	25 12	20 00		
Balfron	King's.....N.B	12 00	12 00		
Ballantrae	Ontario, W.R .....O	126 97	52 00		
Ballantyne's Cove	Antigonishe .....N.S	44 80	12 00		
Ballantyne's Station	Frontenac.....O	8 00	16 00		
Ballinafad	Wellington, S.R .....O	242 90	96 00		
Ballycroy	Cardwell .....O	145 00	50 00		
Ballyduff	Durham, E.R .....O	57 00	24 00		
Ballymote	Middlesex, E.R .....O	69 92	28 00		
Balmoral	Haldimand & Monck..O	94 82	36 00		
Balmoral	Restigouche.....N.B	47 00	20 00		
Balmoral Mills	Colchester .....N.S	52 98	26 00		
*Balmy Beach	York, E.R .....O	181 00	80 00		
Balsam	Ontario, W.R .....O	145 76	56 00		
Balsam Bay	Selkirk.....M	20 86	12 00		
Balsam Grove	Victoria, N.R .....O	12 00	12 00		
Balsam Hill	Renfrew, S.R .....O	27 20	12 00		
Balsam Lake	Victoria, N.R .....O	16 00	16 00		
Baltic	Prince .....P.E.I	36 65	16 00		
Balvenie	Renfrew, S.R .....O	12 00	12 00		
Bamberg	Waterloo, N.R .....O	80 00	36 00		
Banbury	Muskoka & Parry Sd..O	13 00	12 00		
Banda	Simcoe, N.R .....O	46 30	40 00		
Bangor	King's.....P.E.I	22 00	12 00		
Banks	Grey, E.R .....O	47 00	20 00		
Banks of Broad Cove	Inverness .....N.S	8 00	12 00		
Banner	Oxford, S.R.....O	46 46	20 00		
Bannockburn	Hastings, N.R .....O	150 00	64 00		
Barachois	Westmoreland .....N.B	25 00	12 00		
Barachois Harbour	Cape Breton.....N.S	33 00	12 00		
Barachois St. Louis	Richmond. .....N.S	22 00	12 00		
Barb	Prescott .....O	79 25	50 00		

* Summer office. Opened 1-12-01. † Closed 21-6-02.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bardal	Brandon M	23 16	12 00		
Bardolph	Lennox O	23 00	12 00		
Bardsville	Simcoe, E.R O	24 84	20 00		
Barkway	Ontario, N.R O	33 00	20 00		
Barnaby River	Northumberland N.B	155 00	70 00	2 00	
Barnardo	Marquette M	176 00	76 00		
Barnesdale	Muskoka & Parry Sd O	50 20	16 00	1 67	
Barnesville	King's N.B	64 00	30 00		
Barney River Station	Pictou N.S	38 10	16 00		
Barney's Brook	Hants N.S	28 00	10 00		
Barney's River	Pictou N.S	158 98	80 00	6 00	
Barnsley	Lisgar M	44 50	28 00		
Barra Glen	Victoria N.S	12 00	12 00		
Barra Head	Richmond N.S	34 54	12 00		
Barrett	Addington O	3 00	10 00		
Barrettsholme	Albert N.B	11 94	12 00		
Barriefield	Frontenac O	228 24	80 00		
Barrie Island	Algoma O	19 94	12 00		
Barrington	Huntingdon Q	92 60	50 00		
Barrington West	Shelburne & Queen's N.S	22 00	16 00		
Barrio's Beach	Antigonishe N.S	24 97	16 00		
Bar River	Algoma O	30 92	16 00		
Barrow Bay	Bruce, N.R O	161 88	52 00		
Barr Settlement	Hants N.S	11 00	12 00		
Barry's Corner	Lunenburg N.S	5 00	12 00		
Barryvale	Renfrew, S.R O	98 00	48 00		
Barss' Corners	Lunenburg N.S	305 79	100 00	16 00	
Bartholomew	Northumberland N.B	9 48	10 00		
Bartibog	Northumberland N.B	10 00	12 00		
Bartibog Bridge	Northumberland N.B	36 50	16 00		
Bartlett Mills	Charlotte N.B	30 00	16 00		
Barton	Digby N.S	155 00	70 00		
Barwick	Algoma O	243 24	64 00		
Bas de la Baie	Charlevoix Q	32 87	12 00		12 00
Bas de l'Anse	Charlevoix Q	10 00	12 00		
Bas de St. Rose	Laval Q	8 03	12 00		
Bas du Sault	Laval Q	29 50	12 00		
Basin Depot	District of Nipissing O	35 00	40 00		
Basin of Riv. Inhabitants	Richmond N.S	37 69	16 00		
Basingstoke	Wentworth, S.R O	63 00	28 00		
Bassin	Chicoutimi Q	16 00	12 00		
Bassin du Lièvre	Labelle Q	72 92	40 00		
Basswood	Marquette M	162 65	50 00		
Basswood Ridge	Charlotte N.B	11 00	12 00		
Bates	Lisgar M	126 50	60 00		
Bateston	Cape Breton N.S	35 50	20 00		6 00
Batiscan Station	Champlain Q	195 78	70 00		
Batoche	Sask	40 00	20 00		
Batteau	Simcoe, N.R O	80 00	48 00		
Battersea	Frontenac O	177 15	70 00	2 00	
Battle River	Alta	20 14	12 00		
Baxter	Simcoe, S.R O	28 00	16 00		
Baxter's Harbour	King's N.S	24 92	12 00		
Bay du Vin Mills	Northumberland N.B	11 98	12 00		
Bayer Settlement	Halifax N.S	6 00	10 00		
Bayfield	King's P.E.I	16 17	12 00		
Bay Fortune	King's P.E.I	22 40	12 00		
Bayham	Elgin, E.R O	109 32	44 00		20 00
Bayonne	Joliette Q	51 00	12 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bay Road Valley	Victoria, N.S	18 00	12 00		6 00
Bayside	Hastings, W.R., O	48 29	30 00		
Bayside	Halifax, N.S	16 00	10 42		
Bayside	Northumberland, N.B	22 60	12 00	2 00	
†Bayside	Charlotte, N.B	9 00	12 00		
Bay St. Lawrence	Victoria, N.S	41 00	24 00	2 00	10 00
Bayswater	King's, N.B	28 00	12 00		
Bayswater	Lunenburg, N.S	20 00	12 00		
Bay View	Digby, N.S	7 00	12 00		
Bay View	St. John, N.B	8 00	12 00		
Bayview	Queen's West, P.E.I	73 50	30 00		
Bayview	Grey, E.R., O	56 89	30 00		
Beach Meadows	Shelburne & Queen's, N.S	42 00	20 00		
Beach Point	Queen's East, P.E.I	74 80	18 00		
Beaconsfield	Lisgar, M	27 92	16 00		
Beaconsfield	Oxford, S.R., O	59 00	24 00		
Beaconsfield	Victoria, N.B	4 00	12 00		
Bealton	Norfolk, N.R., O	85 68	40 00		
Bear Brook	Russell, O	128 00	80 00		
Bear Cave	Muskoka & Parry Sd., O	52 00	20 00		
Bear Cove, Cheticamp	Digby, N.S	19 00	12 00		
Bear Cove	Halifax, N.S	3 00	10 00		
Bear Creek	Macdonald, M	32 25	20 00		
Bear Island	York, N.B	37 75	24 00		
Bear Line	Kent, O	54 95	36 00		
Bear Point	Shelburne & Queen's, N.S	36 82	20 00		
Bear River	King's, P.E.I	60 00	24 00		
Bear's Hill	Alta	10 00	22 00		
Beaton's Mills	Queen's East, P.E.I	18 00	12 00		
Beatrice	Muskoka & Parry Sd., O	66 00	28 00		
Beauce Junction	Beauce, Q	210 20	76 00	12 00	
Beaudet	Portneuf, Q	20 20	12 00		
Beaudoin	Mégantic, Q	11 20	12 00		
Beaufort	Carleton, N.B	36 90	12 00		
Beaulac	Montcalm, Q	13 61	12 00		
Beaulieu	Montmorency, Q	93 01	36 00		
Beauly	Antigonishe, N.S	8 94	12 00		
Beaumont	Bellechasse, Q	73 00	30 00		12 00
* Beaumont	Westmoreland, N.B	32 00	9 17		
Beaumont	Alta	74 85	30 00		
Beaumont	City of Victoria, B.C	418 60	130 00		
Beauport	Quebec, Q	155 55	84 00		
‡ Beaurepaire	Jacques Cartier, Q	21 00	16 00		
Beaurivage	Lotbinière, Q	211 64	70 00		
Beauséjour	Selkirk, M	379 87	110 00	6 00	11 67
Beauvoir	Vaudreuil, Q	32 50	16 00		
Beaver	Huntingdon, Q	42 00	16 00		
Beaver	Macdonald, M	176 62	40 00		
Beaver Bank	Halifax, N.S	80 10	36 00	4 00	
Beaver Brook	Albert, N.B	12 94	12 00		
Beaver Brook	Colchester, N.S	67 00	30 00		
Beaver Cove	Cape Breton, N.S	39 07	16 00	2 00	
Beaver Creek	Vancouver, B.C	15 00	20 00		
Beaverdale	Grey, E.R., O	29 94	16 00		
Beaver Dale	Assa. East	31 80	12 00		
Beaver Dam	York, N.B	29 98	16 00		
Beaver Harbour	Charlotte, N.B	139 40	60 00		
Beaver Harbour	Halifax, N.S	45 94	30 00		

* Opened 1-8-01. † Closed 13-5-02. ‡ Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Beaver Hills	Alta	49 35	12 00		
Beaver Lake	Alta	83 20	24 00	2 00	
Beaver Mine	Algoma, O	13 18	22 47		
Beaver Point	Vancouver, B.C	27 00	16 00		
*Beaver Rapids	Marquette, M	3 00	7 00		
Beaver River	Digby, N.S	112 82	50 00		
Beaverton	Yale & Cariboo, B.C	55 42	§25 00		
Beckstead	Dundas, O	16 00	12 00		
Beckwith	Cumberland, N.S	40 44	12 00		
Bedeque	Prince East, P.E.I	192 96	72 00	5 00	
Bedford Mills	Frontenac, O	156 58	60 00		
Bedford Park	York, W.R, O	137 50	60 00		
Beech Grove	Pontiac, Q	21 00	16 00		
Beech Hill	Albert, N.B	17 00	12 00		
Beech Hill	King's, N.S	11 92	12 00		
Beech Hill	Lunenburg, N.S	16 00	12 00		
Beech Lane	Norfolk, S.R, O	12 00	12 00		
Beechmont	Cape Breton, N.S	11 96	12 00		
Beechmount	Hastings, N.R, O	11 00	12 00		
Beech Ridge	Argenteuil, Q	23 00	17 00		
†Beechville	Halifax, N.S	5 60	6 00		
Beechwood	Antigonishe, N.S	7 98	12 00		
Beechwood	Carleton, N.B	97 50	48 00	6 00	
Beechwood	Huron, S.R, O	52 00	36 00		
Beersville	Kent, N.B	36 98	16 00		
Bélair	Portneuf, Q	74 00	32 00		
Belcourt	Selkirk, M	20 41	20 00		
Belfast	Huron, W.R, O	221 20	90 00		
Belisle's Mills	Terrebonne, Q	112 45	36 00		
Bella Bella	Burrard, B.C	47 05	30 00		
Bella Coola	Burrard, B.C	63 65	30 00	8 00	
Bellamy's	Brockville, O	103 00	52 00		
Belle Anse	Gaspé, Q	124 74	36 00		12 00
Belle Côte	Inverness, N.S	88 00	40 00		6 00
Belle Creek	Queen's East, P.E.I	74 90	30 00		
Belledune	Gloucester, N.B	145 56	60 00		
Belledune River	Gloucester, N.B	70 94	30 00		
Bellefleur	Victoria, N.B	48 75	20 00		
Bellegarde	Assa. East	24 20	20 00		
Belleisle	Annapolis, N.S	67 72	30 00		
Belleisle Bay	King's, N.B	14 00	12 00	2 00	
Belleisle Creek	King's, N.B	165 50	64 00	8 00	
‡Belle Marche	Inverness, N.S	21 00	1 67		
Bellenden	Sunbury & Queen's, N.B	17 00	12 00		
Belle Prairie	Assa. East	23 50	16 00		
Bellerive	Beauharnois, Q	298 00	140 00		
Belle Rivière	Two Mountains, Q	144 83	60 00		
Belle Vallée	Missisquoi, Q	15 00	12 00		
Belleville	Carleton, N.B	8 00	12 00		
Belleville	Yarmouth, N.S	70 00	24 00		
Bell Ewart	Simcoe, S.R, O	116 74	40 00		
Bellingham	Algoma, O	30 00	24 00		
Belliveaux Cove	Digby, N.S	114 23	50 00		
Belliveaux Village	Westmoreland, N.B	11 92	12 00		
Bell Mount	Pontiac, Q	61 90	44 00		
Bellrock	Addington, O	64 90	24 00		
Belleview	Hastings, N.R, O	179 70	80 00		
Belmina	Wolfe, Q	22 18	20 00		

*Closed 1-2-02. †Closed 28-12-01. ‡Opened 1-5-02. Closed 19-4-02. §Including $5 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Belmont	Prince West P.E.I	9 00	12 00		
Belmont	Colchester N.S	190 50	76 00		
Belmore	Bruce, E.R O	206 95	96 00		
Belœil Station	Chambly & Verchéres Q	183 90	60 00		
Belton	Middlesex, E.R O	92 82	32 00		
Belyea's Cove	Sunbury & Queen's N.B	27 00	12 00	2 00	
Benacadie	Cape Breton N.S	13 00	12 00		
Benacadie Pond	Cape Breton N.S	16 24	12 00		
Benbecula	Assa. East	17 92	20 00		
Bendale	York, E.R O	38 26	16 00		
†Ben Eoin	Cape Breton N.S	6 00	3 33		
Benjamin's Mills	Hants N.S	115 25	40 00		
Ben Lomond	St. John N.B		12 00		
Bennett	Mégantic Q	48 48	16 00		
Bennington	Oxford, N.R O	50 00	24 00		
Bensfort	Peterborough, W.R O	59 44	28 00		
Bently	Alta	76 80	24 00		
Bentpath	Bothwell O	44 94	24 00		
Beranger	Missisquoi Q	13 00	12 00		
Berens River	Selkirk M	37 16	12 00		
Beresford	Brandon M	188 24	64 00		
Beresford	Gloucester N.B	39 00	16 00		
Béresina	Assa. East	12 11	12 00	1 67	
Bernadette	Lévis Q	14 00	16 00		
Bernier	Mégantic Q	11 50	12 00		
Berriedale	Muskoka & Parry Sd O	65 00	24 00		
Berry Hill	Colchester N.S	11 00	12 00		
Berry Mill Station	Westmoreland N.B	56 00	24 00		
Berryton	Albert N.B	11 97	12 00		
Berryton	Leeds, S.R O	22 00	16 00		
Bersimis	Saguenay Q	52 04	‡70 00	60 00	
Berthier Junction	Berthier Q	25 50	20 00	10 00	
Bertrand	Gloucester N.B	22 85	12 00	2 00	
Bethany	Shefford Q	55 08	20 00		
Bethel	Shefford Q	89 99	36 00		
Bethel	Prince Edward O	71 00	56 00		
*Bethel Grove	Northumberland, W.R O		10 00		
Bethesda	Ontario, W.R O	84 80	36 00		
Beulah	King's N.B	22 00	12 00		
Bewdley	Northumberland, W.R O	99 34	48 00		
Bexley	Victoria, N.R O	166 22	84 00		
Bickford	Bothwell O	88 72	36 00		
Bienville	Lévis Q	213 69	90 00		
Big Bank	Victoria N.S	16 00	12 00		
Big Bar Creek	Yale & Cariboo B.C	8 00	16 00		
Big Bras d'Or	Victoria N.S	117 09	56 00	12 00	18 00
Big Brook	Inverness N.S	6 00	12 00		
Big Cove	Sunbury & Queen's, N.B	6 60	12 00		
Big Fork	Algoma O	196 08	70 00	4 00	
Biggar Ridge	Carleton N.B	15 00	12 00		
Big Glen	Cape Breton N.S	7 50	10 00		
Big Harbour	Victoria N.S	15 93	12 00		
Big Harbour Island	Inverness N.S	12 00	12 00		
Big Hill	Victoria N.S	7 00	12 00		
Big Intervale (Cape North)	Victoria N.S	23 94	12 00		
Big Intervale (Margaree)	Inverness N.S	12 00	12 00		
Big Island	Pictou N.S	22 94	12 00		
Big Island	Prince Edward O	16 00	12 00		

* Opened 1-7-01. †Opened 1-3-02. ‡Including Special Sal $40.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Big Lake	Algoma, O	49 77	20 00		
Big Loraine	Cape Breton, N.S	18 13	12 00		
Big Marsh	Antigonishe, N.S	11 20	12 00		
Big Point	Kent, O	36 00	20 00		
Big Pond	Cape Breton, N.S	47 03	20 00	16 50	
Big Port L'Hébert	Shelburne & Queen's, N.S	11 50	10 00		
Big Ridge	Cape Breton, N.S	5 00	12 00		
Big Ridge South	Cape Breton, N.S	16 00	12 00		
Big Tracadie	Antigonishe, N.S	149 04	80 00	10 00	
Billerica	Pontiac, Q	158 26	72 00		
Billings' Bridge	Russell, O	317 00	130 00		
Binbrook	Wentworth, S.R., O	247 43	90 00		
Bingham Road	Haldimand & Monck, O	24 00	11 37		
Binkham	Wellington, S.R., O	9 00	16 00		
† Birch Brook	Pictou, N.S	14 17	6 67		
Birch Grove	Cape Breton, N.S	15 00	12 00		
Birch Hills	Sask	22 95	12 00		
Birch Ridge	Victoria, N.B	15 92	12 00		
Birchtown	Shelburne & Queen's, N.S	37 25	16 00	20 00	6 00
*Birchwood	Cumberland, N.S	20 98	11 00		
‡ Birdell	Grey, E.R., O	27 33	3 33		
Bird's Creek	Hastings, N.R., O	61 50	32 00	12 00	6 00
Bird's Hill	Selkirk, M	67 56	28 00		3 50
Birdsalls	Peterborough, E.R., O	56 98	24 00		
Birdton	York, N.B	11 92	12 00		
Birkendale	Muskoka & Parry Sd., O	136 02	50 00		
Birnam	Lambton, E.R., O	83 00	44 00		
Birr	Middlesex, E.R., O	107 62	40 00	2 00	
Birson	Sask	13 00	12 00		
Bishop Mountain	King's, N.S	15 12	12 00		
Bishopville	King's, N.S	11 00	12 00		
Bismark	Lincoln & Niagara, O	282 12	90 00		
Bissett Creek	Nipissing, O	87 72	40 00		
Bisson	Beauce, Q	20 94	12 00		
Bittern Lake	Alta	110 00	30 00		
Black Avon	Antigonishe, N.S	18 18	10 00		
Black Bank	Simcoe, S.R., O	152 32	60 00		
Black Brook	Cape Breton, N.S	16 92	12 00		
Blackburn	Russell, O	15 98	12 00		
Black Creek	Welland, O	120 00	48 00		
Black Donald	Renfrew, S.R., O	14 08	12 00		
Black Heath	Wentworth, S.R., O	222 53	108 00		
Blackett's Lake	Cape Breton, N.S	8 96	12 00		
Black Land	Restigouche, N.B	21 50	12 00		
Black Point	Restigouche, N.B	102 91	50 00		
Black Point	Halifax, N.S	79 48	36 00		
Black Point	Shelburne & Queen's, N.S	11 00	12 00		
Black River	Northumberland, N.B	17 18	12 00		
Black River	St. John, N.B	63 00	30 00		
Black River Bridge	Prince Edward, O	30 96	20 00		
Black River Bridge	Northumberland, N.B	39 94	20 00		
Black River Depot	Pontiac, Q	140 00	48 00		
Black Rock	Cumberland, N.S	1 50	12 00		
Black Rock	Gloucester, N.B	9 00	12 00		
Black Rock	Victoria, N.S	9 26	12 00		
Black's Corners	Wellington, N.R., O	25 42	16 00		
Black's Harbour	Charlotte, N.B	128 44	40 00		
Blackstone	Inverness, N.S	11 00	12 00		

* Re-opened 1-8-01. † Opened 1-11-01. ‡ Opened 1-3-02. Including $10.50 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Blackwater	Ontario, N.R. O	145 50	60 00	20 00	
Blackwell Station	Lambton, W.R. O	15 00	16 00		
Blackwood	Assa. East	19 15	20 00		
Blair	Sunbury & Queen's N.B	60 50	16 00		
Blair Athol	Restigouche N.B	14 86	12 00		
Blairhampton	Victoria, N.R. O	33 96	16 00		
Blairmore	Alta	604 38	110 00		37 01
Blairton	Peterborough, E.R. O	50 50	28 00		
Blake	Huron, S.R. O	102 80	50 00		
Blakely	Sunbury & Queen's N.B	12 00	12 00		
Blakeney	Lanark, N.R. O	105 76	44 00		
Blanchard Road	Pictou N.S	14 00	12 00		
Blanchard Settlement	Gloucester N.B	11 00	12 00		
Blanche	Labelle Q	79 46	32 00		
Blanche	Shelburne & Queen's N.S	12 00	12 00		
Blanchet	Lévis Q	58 84	28 00		
Blandford	Arthabaska Q	122 39	50 00	2 17	
Blandford	Lunenburg N.S	111 00	44 00		
Blandford Station	Oxford, N.R O	42 25	24 00		
Blantyre	Grey, E.R O	140 00	45 00		
Blayney	Norfolk, S.R. O	59 00	24 00		
Blayney Ridge	York N.B	15 00	12 00		
Blessington	Hastings, E.R. O	63 25	32 00		
Blezard Valley	Nipissing O	77 72	32 00		
Blissfield	Northumberland N.B	107 38	36 00		
Blissville	Sunbury & Queen's N.B	61 98	16 00		
Block House	Lunenburg N.S	85 46	36 00	2 00	
Blomidon	King's N.S	45 00	20 00		
Bloomfield	Prince West P.E.I	38 88	20 00		
Bloomfield	Carleton N.B	79 09	32 00		
Bloomfield	King's N.B	27 16	16 00		
Bloomfield	Digby N.S	22 50	12 00		
Bloomfield Ridge	York N.B	12 00	12 00		
Bloomfield Station	King's N.B	178 11	90 00	8 00	
Bloomfield Station	Prince West P.E.I	138 02	50 00	16 00	12 00
Bloomingdale	Waterloo, N.R. O	134 00	56 00		
Blooming Point	Queen's East P.E.I	9 00	12 00		
Bloomington	Ontario, W.R. O	152 07	56 00		
Bloomsburg	Norfolk, N.R. O	50 91	28 00		
Blount	Cardwell O	13 05	12 00		
Blue Bell	Victoria N.B	20 48	12 00		
Blue Cove	Gloucester N.B	7 20	12 00		
Blue Mountain	Pictou N.S	78 67	30 00	*2 17	
Blue Rock	Lunenburg N.S	18 00	12 00		
Blue Sea Corner	Cumberland N.S	24 00	12 00		
Blue's Mill	Inverness N.S	26 76	20 00		
Blythfield	Selkirk M	24 63	12 00		
Bocabec	Charlotte N.B	60 96	28 00		
Bocabec Cove	Charlotte N.B	59 24	18 00		
Bogart	Hastings, E.R. O	68 59	30 00	2 00	
Bognor	Grey, N.R. O	162 01	80 00		
Boharm	Assa. West	20 00	20 00		
Boileau	Labelle Q	54 09	30 00	4 00	
Boisdale Barachois	Cape Breton N.S	8 88	12 00		
Boisdale Chapel	Cape Breton N.S	51 96	30 00		
Bois de Filion	Terrebonne Q	7 10	12 00		
Boissonneault	Mégantic Q	64 00	32 00		
Boivin	Beauce Q	18 55	12 00		

* Including 17c. arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Bolduc	Beauce, Q	294 71	80 00	5 00	
Bolduc's Siding	Compton, Q	§5 00			
Bolingbroke	Lanark, S.R., O	12 00	12 00		
Bolsover	Victoria, N.R., O	167 16	44 00		
Bolton Forest	Brome, Q	18 00	12 00		
Bolton Glen	Brome, Q	42 96	20 00		
Bomanton	Northumberland, W.R., O	27 50	16 00		
Bon Accord	Victoria, N.B	50 68	40 00		
†Bon Accord	Alta	19 33	10 00		
†Bonanza Siding	Yale & Cariboo, B.C	22 00	3 33		
Bonaventure East	Bonaventure, Q	62 95	30 00		
Bonaventure, Island	Gaspé, Q	46 00	20 00		
Bon Conseil	Drummond, Q	95 96	32 00		
Bon Désir	Saguenay, Q	12 00	12 00		
Bondville	Brome, Q	137 05	50 00		
Bonne Esperance	Saguenay, Q	29 26	20 00		
Bonne Madone	Sask	17 56	12 00		
Bongard's Corners	Prince Edward, O	35 98	20 00		
Bonheur	Algoma, O	61 20	40 00		13 00
Bonnechère	Renfrew, S.R., O	6 00	12 00		
Bonney River Station	Charlotte, N.B	249 50	80 00	4 00	
Bonnie Doon	Selkirk, M	20 94	12 00		
Bonshaw	Prince East, P.E.I	72 92	48 00	3 00	
Bonville	Cornwall, O		12 00		
Bonwell	Prince East, P.E.I	12 00	12 00		
Bookton	Norfolk, N.R., O	161 00	72 00		
Boothville	Grey, S.R., O	57 09	24 00		
Bord à Plouffe	Laval, Q	45 00	24 00		
Bordeaux	Laval, Q	91 50	30 00		
‡Bornish	Middlesex, N.R., O		13 00		
Borromée	Russell, O	3 00	12 00		
Boscobel	Shefford, Q	58 00	28 00		
Boscurvis	Assa. East	50 90	32 00		
Boskung	Victoria, N.R., O	41 00	25 00	3 00	
Boston	Norfolk, N.R., O	130 50	68 00		
Boston Mills	Peel, O	52 18	28 00		
Bosworth	Wellington, C.R., O	30 92	30 00	0 50	
Bothwell	King's, P.E.I	23 36	12 00		
Botreaux	Châteauguay, Q	8 00	12 00		
Botsford Portage	Westmoreland, N.B	15 52	12 00		
Boucherville	Algoma, O	189 96	83 50		
Bouck's Hill	Dundas, O	180 96	66 00	6 00	
Boudreau	Westmoreland, N.B	9 50	12 00		
Boudreau Village	Westmoreland, N.B	11 84	12 00		
Bougie	Jacques-Cartier, Q	15 00	16 00		
Boulardarie	Victoria, N.S	55 50	24 00	10 00	
Boulardarie Centre	Victoria, N.S	25 94	16 00		
Boulardarie East	Victoria, N.S	24 36	20 00		
Boulardarie West	Cape Breton, N.S	14 90	12 00		
Boulevard St. Denis	Maisonneuve, Q	249 18	50 00		
Boulogne	Drummond, Q	45 96	24 00		
Boulter	Hastings, N.R., O	34 79	28 00	0 67	
Boundary Creek	Westmoreland, N.B	55 00	24 00	2 00	
*Boundary Falls	Yale & Cariboo, B.C		1 35		
Boundary, Presqu'Ile	Carleton, N.B	15 00	12 00		
Bourdeau	Muskoka & Parry Sd., O	12 50	12 00		
Bourgeois	Kent, N.B	11 93	12 00		
Bourg Louis	Portneuf, Q	216 00	92 00		

† Opened 1-9-01. ‡ Closed 1-10-01. Opened 1-5-02. § Credit for new office not opened. * Closed 1-8-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30. 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Bout de l'Ile	Laval, Q	13 00	12 00		
Bowell	Leeds, S.R., O	19 25	12 00		
Bowen Island	Burrard, B.C	38 00	20 00		
Bowesville	Russell, O	53 00	20 00		
Bowling Green	Wellington, N.R., O	162 15	40 00		
‡Bowood	Middlesex, S.R., O	34 00	9 17		
*Bowsman	Marquette, Man	110 46	8 00		
Box Alder	Algoma, O	33 00	12 00		
Boxall	Elgin, W.R., O	41 94	24 00		
Box Grove	York, E.R., O	70 09	30 00		
Boyd's	Antigonish, N.S	8 50	10 00		
Boyer	Bellechasse, Q	45 00	28 00		
Boyle	Lincoln & Niagara, O	38 92	20 00		
Boyne	Halton, O	27 10	16 00		
Boyne	Sunbury & Queen's, N.B	14 42	12 00		
Boynton	Stanstead, Q	74 00	44 00	4 00	
Brackenrig	Muskoka & Parry Sd, O	30 20	16 00		
Brackley Beach	Queen East, P.E.I	44 01	16 00		
Brackley Point	Queen East, P.E.I	13 50	12 00		
Brackley Point Road	Queen East, P.E.I	11 50	12 00		
Bracondale	York, W.R., O	162 88	132 00		
Bradbourne	Alta	81 42	12 00		
Bradford	Prince East, P.E.I	14 54	12 00		
Bradley	Bruce, E.R., O	14 00	16 00		
Bradshaw	Bothwell, O	115 50	56 00		
Brae	Prince West, P.E.I	44 00	24 00		
Brae Lake	Muskoka & Parry Sd, O	12 00	12 00		
Braemar	Oxford, N.R., O	86 52	28 00		
Branch La Have	Lunenburg, N.S	15 00	12 00		
Brancepeth	Sask	33 98	16 00		
Branchton	Waterloo, S.R., O	152 00	60 00		
Brandon Hills	Brandon, M	26 00	22 00		
Brandy Creek	Norfolk, N.R., O	11 00	18 00		
Bransfield	Northumberland, N.B	34 94	16 00		
Brass Hill	Shelburne & Queen's, N.S	114 51	56 00		
Bray's Crossing	Russell, O	21 42	12 00		
Brazil Lake	Yarmouth, N.S	70 28	30 00	2 00	
Breadalbane	Glengarry, O	16 00	16 00		
Brèche à Manon	Gaspé, Q	40 50	24 00		
Bredenbury	Assa. East	27 00	16 00		
Brennen	Nipissing, O	207 15	50 00		
Brenton	Yarmouth, N.S	15 00	12 00		
Brentwood	Simcoe, N.R., O	111 29	40 00		
Bresaylor	Sask	30 00	12 00		
Brewer's Mills	Frontenac, O	75 80	36 00		
Brewer's Mills	York, N.B	10 17	10 00		
Brewster	Middlesex, N.R., O	28 00	24 00		
Brice Hill	Grey, E.R., O	12 50	12 00		
Brickley	Northumberland, E.R., O	57 84	24 00		
Brickton	Annapolis, N.S	58 97	12 00		
Bridge Creek	Macdonald, M	11 74	12 00		
Bridgedale	Albert, N.B	2 98	12 00		
Bridge End	Glengarry, O	87 34	32 00		
Bridgenorth	Peterborough, W.R., O	170 02	60 00		
Bridgeport	Waterloo, N.R., O	150 57	56 00		
Bridgeville	Gaspé, Q	31 68	16 00		
Brierwood	Brandon, M	51 00	24 00	4 00	
Brigg's Corner	Sunbury & Queen's, N.B	79 08	40 00		

*Opened 1-11 01. ‡Opened 1-8-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Brigham	Brome ..... Q	251 10	136 00	10 00	
Brighton	Digby .....N.S	222 00	84 00		
Brightside	Lanark, N.R..... O	19 06	12 00		
Briley's Brook	Antigonishe .....N.S	19 88	12 00		
Brinkman's Corners	Bruce, N.R.....O	46 50	18 00		
Brinsley	Middlesex, N.R..... O	221 53	76 00		
Brinston's Corners	Dundas.....O	195 27	90 00		
Brisbane	Wellington, S.R.... O	32 00	16 00	4 00	
Brisco	Yale & Cariboo.....B.C	51 40	24 00		
Bristol	King's ..... P.E.I	134 94	44 00		
Bristol Mines	Pontiac.....Q	47 42	24 00		
Bristol Ridge	Pontiac.....Q	75 00	36 00		
Britainville	Algoma.....O	11 96	12 00		
Britannia	Peel.....O	51 72	30 00		
Britannia Bay	Carleton.....O	109 50	66 00		
Britannia Mills	Bagot.....Q	37 00	20 00		
Briton Cove	Victoria .....N.S	35 00	12 00		
Britonville	Terrebonne .....Q	24 00	16 00	2 00	
Britton	Perth, N.R..... O	155 32	64 00		
Broadbent	Muskoka & Parry Sd..O	95 40	36 00		
Broad Cove (Lunenburg)	Lunenburg. .....N.S	50 95	20 00		
Broad Cove Marsh	Inverness.....N.S	8 96	12 00		
Broadlands	Bonaventure.....Q	42 14	16 00		
Broadway	Pictou ..... N.S	23 01	12 00		
Brock Road	Ontario, W.R.....O	25 00	24 00		
Brocksden	Oxford, N.R .....O	26 00	12 00		
Brockton	Prince West .....P.E.I	16 00	12 00		
Brockway	York .....N.B	51 00	20 00		
Brodhagen	Perth, N.R..... O	102 42	50 00		
Brodie	Glengarry .....O	67 50	36 00		
Brokenhead	Selkirk.....M	20 13	20 00		
Brome Centre	Brome.....Q	40 00	28 00		
Bromley	Renfrew, N.R.....O	37 00	12 00		
Bromley Line	Renfrew, N.R..... O	64 96	20 00		
Brompton	Richmond.....Q	27 50	16 00		
Brompton Falls	Richmond. .....Q	730 98	150 00	4 00	
Bronson	Hastings, N.R.....O	20 00	16 00		
Brookbury	Compton.. .....Q	40 00	24 00		
Brookdale	Cumberland.....N.S	20 00	12 00		
Brookdale	Labelle.....Q	77 20	36 00		
Brookdale	Macdonald.....M	14 00	12 00		
Brooke	Lanark, S.R.....O	58 00	20 00		
Brookfield	Queen's West.....P.E.I	25 00	12 00		
Brookfield	Shelburne & Queen's N.S	218 03	80 00	10 00	12 00
Brookfield Station	Welland .....O	269 41	120 00		
Brookholm	Grey, N.R..... O	114 20	44 00	4 00	
Brookland	Pictou..... N.S	20 00	12 00		
Brooklet	Huntingdon .....Q	43 48	16 00		
Brooklyn	Queen's East.....P.E.I	45 50	24 00	2 00	
Brooklyn	Yarmouth .....N.S	16 00	12 00		
Brooklyn Corner	King's .....N.S	105 23	64 00		
Brooklyn Road	Westmoreland. .....N.B	40 00	20 00		
Brookside	Northumberland, W.R.O	32 11	16 00		
Brookside	Halifax.....N.S	2 00	12 00		
Brookside	.....Assa. East	41 00	16 00		
Brookton	Albert.....N.B	15 00	12 00		
Brookvale	Sunbury & Queen's..N.B	11 98	12 00		
Brookvale	Halifax.....N.S	36 50	20 00		
Brook Village	Inverness.....N.S	158 96	64 00	10 00	6 00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Brookville	Cumberland.....N.S	19 00	16 00		
Brookville	Pictou.....N.S	7 00	12 00		
Brookville	Carleton.....N.B	7 98	12 00		
Brookville Station	St. John.....N.B	240 00	100 00		
Broomhill	Brandon.....M	12 20	12 00		
Brophy's	Antigonishe.....N.S	11 00	12 00		
Brosseau Station	Laprairie & Napierville.Q	43 90	16 00		
Brotherston	Wellington, N.R.....O	24 98	16 00		
Brouseville	Grenville, S.R.....O	18 50	16 00		
*Brown	Lisgar.....M	15 00	12 00		
Brown Hill	York, N.R.....O	100 88	40 00		
Brown's Brook	Cumberland.....N.S	15 20	12 00		
Brownsburg	Argenteuil.....Q	268 33	30 00	2 00	
†Brown's Brae	Ontario.....N.R.O	11 50	0 99		
Brown's Corners	York, E.R.....O	42 24	30 00		
Brown's Flats	King's.....N.B	66 00	24 00		
Brown's Mountain	Antigonishe.....N.S	2 20	12 00		
Brownsville	New Westminster....B.C	20 16	16 00		
Brownsville	Pictou.....N.S	40 54	16 00		
Brownsville	King's.....N.B	19 50	12 00	10 00	
Bru	Lisgar.....M	205 32	90 00		
Bruce's Landing	Yale & Cariboo.....B.C	77 61	30 00		
Brudenell	Renfrew, S.R.....O	175 36	90 00	20 00	
Brudenell	King's.....P.E.I	32 75	16 00		
Bruederheim	.....Alta	16 10	12 00		
Brulé	Colchester.....N.S	19 80	16 00		
Brule Shore	Colchester.....N.S	33 98	16 00		
Brunner	Perth, N.R.....O	88 06	40 00		
Brunswick	Durham, E.R.....O	38 92	16 00		
Bruxelles	Lisgar.....M	43 98	32 00		
Bryanston	Middlesex, E.R.....O	153 16	64 00		
Bryenton	Northumberland.....N.B	82 00	40 00		
§Bryon Island	Gaspé.....Q	10 00	10 00		
Brysonville	Châteauguay.....Q	70 98	40 00		
Buchanan	Renfrew, N.R.....O	8 96	12 00		
Buckfield	Shelburne & Queen's, N.S	11 00	12 00		
Buck Lake	Addington.....O	56 94	24 00		
Buckland	Bellechasse.....Q	146 49	48 00		12 00
Bucklaw	Victoria.....N.S	35 00	12 00		6 00
Bulger	Renfrew, N.R.....O	56 00	36 00		
Buller	Victoria, N.R.....O	8 50	10 00		
Bullion	Yale & Cariboo.....B.C	222 00	100 00		
Bull Moose Hill	King's.....N.B	9 00	12 00		
Bull's Creek	Carleton.....N.B	15 00	20 00		
Bulstrode Station	Arthabaska.....Q	104 90	40 00		
Bulwer	Compton.....Q	108 84	50 00		
Bulyea	.....Assa. East		12 00		
Bunessan	Grey, S.R.....O	73 89	30 00		
Bungay	Queen's West.....P.E.I	38 00	18 00		
Bunyan	Lambton, W.R.....O	66 18	28 00		
Burden	York.....N.B	40 00	20 00		
Burgoyne	Bruce, W.R.....O	148 87	76 00		
Burke	Inverness.....N.S	12 00	12 00		
Burketon Station	Durham, W.R.....O	135 75	84 00	100 00	
Burk's Corners	Labelle.....Q	26 46	12 00		
Burleigh	Peterborough, E.R.....O	46 16	16 00		
Burleigh Falls	Peterborough, E.R.....O	78 20	30 00		
Burlington	Prince East.....P.E.I	30 00	16 00		

* Opened 1-7-'01. † Opened 26-5-'02. § Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Burlington	King's.....N.S	54 75	24 00	2 00	
Burnaby	Haldimand & Monck..O	160 83	60 00		
Burnbank	Marquette.....M	108 50	20 00	2 00	
Burnbrae	Northumberland, E.R..O	21 00	24 00	2 00	
Burnhamthorpe	Peel.....O	94 00	60 00		
Burnley	Northumberland, W.R.O	57 93	36 00		
Burns	Perth, N.R.....O	41 94	24 00		
Burnside	Macdonald.....M	201 65	70 00		
Burnside	Pictou.....N.S	26 92	12 00		
Burnstown	Renfrew, S.R.....O	104 10	50 00	3 00	
Burnsville	Gloucester.....N.B	90 88	36 00		
Burnt Church	Northumberland....N.B	25 00	12 00		
Burntcoat	Hants.....N.S	10 00	12 00		
*Burnt Lake	.....Alta	28 00	12 00		
Burnt Land Brook	Victoria.....N.B	41 47	20 00		
Burnt River	Victoria, N.R.....O	183 77	90 00		
Burridge	Addington.....O	82 14	20 00		
Burrills Siding	Three R's & St. Maurice,Q	148 97	60 00		
Burtch	Brant, S.R.....O	74 76	24 00		
Burton	Durham, E.R.....O	29 00	16 00		
Burton	Sunbury & Queen's N.B.	26 17	16 00		
Burton	Prince West.....P.E.I	27 00	20 00		
Burton	Yale & Cariboo.....B.C	54 16	40 00		
Burwell Road	Middlesex, S.R.....O	77 00	36 00		
Bury's Green	Victoria, N.R.....O	22 00	12 00		
Bush Glen	Cornwall & Stormont..O	15 00	12 00		
Bute	Megantic.....Q	18 00	16 00		
Butler	Sunbury & Queen's .N.B	8 50	10 00		
Butterfield	Brandon.....M	47 16	36 00		
Buttonville	York, E.R.....O	94 00	48 00		
Buxton	Kent.....O	186 78	76 00		
Byng	Haldimand & Monck..O	44 73	30 00		
Byrnedale	Essex, N.R.....O	10 00	12 00		
Byrne's Road	King's.....P.E.I	9 00	12 00		
Byron	Middlesex, S.R.....O	175 00	60 00		
CABLE Head	King's.....P.E.I	3 00	9 00		
Cable Head West	King's.....P.E.I	11 00	12 00		
‡Cache Creek	Yale & Cariboo.....B.C	74 63	20 00		
†Cacouna South (summer office)	Témiscouata.....Q	6 00	12 00		
Cadmus	Durham, W.R.....O	180 49	100 00		
Cadwallader	Yale & Caribou.....B.C		16 00		
Cæsarea	Durham, W.R.....O	54 00	36 00		
Cahore	Cornwall & Stormont..O	17 00	12 00		
Cailmount	.....Assa. East	36 46	24 00	2 00	
Cain's Mountain	Victoria.....N.S	11 98	12 00		
Cain's River	Northumberland....N.B	16 00	12 00		
Cainsville	Wentworth N.& Brant O	198 28	90 00		
Caintown	Leeds, S.R.....O	158 50	80 00		
Cairngorm	Middlesex, W.R.....O	73 00	30 00		
Cairnside	Chateauguay.....Q	71 90	30 00		
Caistor Centre	Wentworth, S.R.....O	54 94	24 00		
Calder	Middlesex, S.R.....O	30 86	12 00		
Calderwood	Grey, S.R.....O	109 00	56 00		
Caldwell	Cardwell.....O	32 12	18 00		

*Opened 1-7-'01. ‡Re-opened 1-10-'01 †Summer office opened 1-6-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Caldwell	Alta	36 18	12 00		
Caldwell's Mills	Lanark, N.R	188 16	76 00		
Caledonia	Guysborough	96 00	30 00		10 00
Caledonia	Queen's East	88 80	30 00	4 00	
Caledonia Mills	Antigonishe	14 80	12 00		
Caledonia Settlement	Albert	14 96	12 00		
Calf Mountain	Lisgar	16 00	32 00		
Caldwell	Pontiac	82 96	48 00		
Calhoun	Westmoreland	88 00	48 00		
California	Victoria	7 00	12 00		
Calmar	Alta	66 43	22 00		
Calton	Elgin, E.R	90 50	40 00		
Calvert	Middlesex, W.R	17 50	12 67		
Calvin	Nipissing	40 86	16 00		
Camborne	Northumberland, W.R, O	51 00	28 00		
Camborne	Yale & Cariboo	30 00	3 33		
Cambria	Argenteuil	68 00	32 00		
Cambridge	Sunbury & Queen's	135 15	50 00	20 00	
Cambridge	Hants	51 00	24 00		
Cambridge Road	Queen's East	34 42	12 00		
Camden	Colchester	16 94	12 00		
Cameron	Victoria, N.R	148 64	40 00		
Cameron's Mills	Kent	20 00	12 00		
Cameron Settlement	Guysborough	21 00	12 00		
Camilla	Cardwell	133 00	80 00	6 00	
Camille	Macdonald	23 50	20 00		
Campania	Wellington, N R	20 00	12 00		
Campbell	Inverness	61 00	36 00		10 00
Campbellcroft	Durham, E.R	274 00	136 00		
Campbell Mountain	Inverness	12 00	12 00		
Campbell's Corner	Mégantic	62 42	30 00		
Campbell's Cove	King's	32 50	12 00		
Campbell's Cross	Peel	104 25	40 00		
Campbell Settlement	King's	17 88	12 00		
Campbell Settlement	York	23 84	12 00		
Campbellton	Elgin, W.R	55 00	32 00		
*Campbellville	Lisgar	20 00	12 00	4 50	
Campden	Lincoln & Niagara	160 90	84 00		30 00
Camperdown	Grey, E.R	136 56	42 00		
Camperdown	Lunenburg	10 00	10 00		
Canaan	Yarmouth	8 00	12 00		
Canaan	King's	36 96	20 00		
Canaan	Russell	85 88	32 00		
Canaan Road	King's	16 00	12 00		
Canaan Station	Westmoreland	51 00	32 00	13 00	
Canada Creek	King's	26 00	20 00		
Canard	King's	146 82	56 00		
Canard River	Essex, N.R	61 00	36 00		
Canboro'	Haldimand & Monck	242 80	90 00		
Cannamore	Cornwall & Stormont	134 67	60 00		
Cannes	Richmond	106 00	36 00		6 00
Cannifton	Hastings, E.R	234 26	80 00		
Canning	Wentworth N. & Brant	179 60	56 00		
Canobie	Gloucester	8 00	12 00		
Canoe Cove	Queen's West	22 05	12 00		
Canoe Lake	Cape Breton	12 00	12 00		
Canterbury	Compton	28 00	16 00		
Cantin	Lévis	14 00	12 00		

* Closed 1-4-'02. † Opened 1-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cantley	Wright, Q	118 05	50 00	10 00	
Canton	Durham, E.R, O	80 10	48 00		
*Canton Tache	Chicoutimi & Saguenay, Q	13 50	7 50		
Canuta	Two Mountains, Q	33 00	16 00		
Canyon	Alta	36 79	12 00		
Cap à la Baleine	Rimouski, Q	13 87	12 00		12 00
Cap à l'Aigle	Charlevoix, Q	208 23	85 00		
Cap au Renard	Gaspé, Q	5 00	12 00		
Cap des Rosiers	Gaspé, Q	42 78	32 00		
Cape Augnet	Richmond, N.S	12 00	12 00		
Cape Chin	Bruce, N.R, O	19 00	16 00		
Cape Croker	Bruce, N.R, O	21 46	16 00		
Cape Dauphin	Victoria, N.S	18 98	12 00		
Cape de Moiselle Creek	Albert, N.B	41 00	16 00		
Cape Despair	Gaspé, Q	116 53	66 00		2 33
Cape Egmont	Prince East, P.E.I	22 99	12 00		
Cape Enrage	Albert, N.B	21 00	16 00		
†Cape Fourchu	Yarmouth, N.S	14 00	10 00		
Cape George	Antigonishe, N.S	17 72	16 00		
Cape George Harbour	Richmond, N.S	9 00	12 00		
Cape Negro	Shelburne & Queen's, N.S	72 00	32 00	4 00	
Cape Negro Island	Shelburne & Queen's, N.S	26 51	16 00		
Cape Ozo	Gaspé, Q	36 01	16 00		
Cape Rich	Grey, E.R, O	18 00	14 00		
Cape Sable Island	Shelburne & Queen's, N.S	61 89	24 00		
Cape Sable Island, S. side	Shelburne & Queen's, N.S	140 00	50 00		
Cape Scott	Vancouver, B.C	38 98	20 00		
Cape Spear	Westmoreland, N.B	30 00	12 00		
Cape Station	Albert, N.B	47 00	16 00		
Cape Tormentine	Westmoreland, N.B	74 75	50 00	2 00	
Cape Wolfe	Prince West, P.E.I	47 00	24 00		
Cap La Ronde	Richmond, N.S	9 75	12 00		
Cap Magdeleine	Champlain, Q	138 58	66 00		
Cap Rouge	Quebec, Q	114 08	40 00		
Cap Rouge	Inverness, N.S	14 50	12 00		
Cap St. Ignace, Station	Montmagny, Q	81 00	44 00		
Cap St. Martin	Laval, Q	43 28	20 00	2 00	
Capucins	Rimouski, Q	45 20	16 00		6 00
Carden	Victoria, N.R, O	3 00	12 00		
Cardross	King's, P.E.I	6 00	12 00		
Carholme	Norfolk, S.R, O	67 86	28 00		
Cariboo Gold Mines	Halifax, N.S	160 00	56 00		
Cariboo Island	Pictou, N.S	12 00	12 00		
Cariboo Islands	Chicoutime & Saguenay, Q	21 92	16 00		
Cariboo Marsh	Cape Breton, N.S	9 00	12 00		
Cariboo River	Pictou, N.S	32 98	16 00		
Carillon	Argenteuil, Q	217 00	120 00	10 00	
Carleton	Prince East, P.E.I	52 50	20 00		
Carleton	Yarmouth, N.S	128 83	44 00	2 00	
Carleton Village	Shelburne & Queen's, N.S	38 44	12 00		
Carleton West	Bonaventure, Q	155 46	70 00		
Carling	Muskoka & Parry Sd, O	9 00	12 00		
Carlingford	Victoria, N.B	16 50	12 00		
Carlisle	Wentworth, S.R, O	170 82	70 00		
Carlisle	Carleton, N.B	30 69	16 00		
Carlow	Huron, W.R, O	115 00	44 00		
Carlow	Carleton, N.B	39 00	24 00		
Carlowrie	Provencher, M	27 20	16 00		

* Opened 1-10-01. †Summer office. ‡Including $25.00 S.S allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Carlton	Sask	38 00	24 00		
Carluke	Wentworth N. & Brant. O	91 46	50 00		
Carlyon	Simcoe, E.R	19 65	12 00		
Carmanville	Addington	14 00	12 00		
Carmel	Drummond	139 76	76 00	2 00	
†Carmi	Yale & Cariboo	12 00	1 67		
Carmunnock	Perth, N.R	27 41	14 00		
Carnarvon	Victoria, N.R	159 63	60 00		
Carnoustie	Assa. East	14 70	16 00		
Caron	Assa. West	188 81	50 00		
Caron Brook	Victoria	39 00	16 00	2 00	
Carpenter	Sunbury & Queen's	25 00	16 00		
Carroll's Corners	Halifax	20 20	12 00		
Carrol's Crossing	Northumberland	35 00	16 00		
Carroll	Brandon	313 02	85 00		
Carr's Brook	Colchester	48 98	30 00		10 00
Carrville	York, W.R	54 75	30 00		
Carson	Yale & Cariboo	60 00	40 00		
Carsomby	Carleton	77 80	36 00		
Carsonville	King's	12 95	12 00		
Carstairs	Alta	432 60	80 00		
Carswell	Renfrew, S.R	45 00	28 00		
Carthage	Perth, N.R	98 79	50 00		
Carter's Point	King's	19 00	16 00		
Carterton	Algoma	36 98	20 00		
Cartier	Beauharnois	11 98	12 00		
Cartierville	Jacques Cartier	52 00	20 00		
Casault	Montmagny	6 00	12 00		
Cascades	Wright	81 64	30 00		
Cascades Point	Soulanges	95 84	121 00		
Cashel	York, E.R	66 86	36 00		
Cashion's Glen	Glengarry	10 37	14 37		
Cashmere	Middlesex, W.R	29 48	27 00		
Cashtown	Simcoe, N.R	59 00	24 00		
Cass Bridge	Dundas	83 20	36 00		
Cassburn	Prescott	61 94	24 00		
Cassel	Oxford, N.R	102 43	68 00		
Cassilis	Northumberland	24 89	12 00		
Cassville	Stanstead	27 50	16 00		
Castalia	Charlotte	81 96	28 00		
Castile	Renfrew, N.R	10 00	12 00		
Castleavery	Marquette	24 78	20 00		
Castlebar	Drum'ond & Arthabaska	156 40	60 00		
Castlederg	Cardwell	65 64	40 00		
Castleford	Renfrew, S.R	81 98	44 00		
Castleford Station	Renfrew, S.R	79 00	50 00	12 00	
*Castlegar	Yale & Cariboo	45 10	5 00		
Castlemore	Peel	49 90	24 00		
Castlereagh	Colchester	11 50	12 00		
Catalone	Cape Breton	27 96	20 00	8 00	
Catalone Gut	Cape Breton	11 00	12 00		
Catalone Road	Cape Breton	4 00	12 00		
Cataract	Cardwell	109 72	40 00		
Cataraqui	Frontenac	209 75	80 00		
Cathcart	Oxford, S.R	144 36	60 00		
Caughnawaga	Châteauguay	330 67	132 00		
Cavan	Durham, E.R	175 74	70 00		
Cavendish	Queen's West	56 03	28 00		

†Opened 1-6-02. * Opened 1-4-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cavignac	Bagot ..... Q	63 50	28 00		
Cawood	Pontiac ..... Q	27 32	12 00		
Caxton	Three R. & St. Maurice-Q	†5 00			
Cazaville	Huntingdon ..... Q	196 00	80 00		
Cecebe	Muskoka & Parry Sd..O	22 50	16 00		
Cecil	..... Sask	29 94	24 00	2 00	
Cedar	Vancouver ..... B.-C	9 94	20 00		
Cedar Bridge	..... O	†6 00			
Cedar Camp	King's ..... N.B	4 00	10 00		
Cedar Cove	Burrard ..... B.C	248 02	70 00		
Cedar Grove	York, E.R ..... O	112 95	50 00		
Cedar Hall	Rimouski ..... Q	20 70	12 00		
Cedar Hill	Lanark, N.R ..... O	50 00	16 00		
Cedar Lake	Digby ..... N.S	22 25	12 00		
Cedar Mills	Cardwell ..... O	9 88	12 00		
Cedar Springs	Kent ..... O	289 40	96 00		
Cedarville	Grey, E.R ..... O	129 05	56 00		
Centennial	Inverness ..... N.S	15 98	12 00		
Central Argyle	Yarmouth ..... N.S	107 00	36 00		
Central Bedeque	Prince East ..... P.E.I	122 00	48 00		
Central Blissville	Sunbury & Queen's, N.B	40 98	12 00		
Central Cambridge	Sunbury & Queen's, N.B	17 00	16 00		
Central Chebogue	Yarmouth ..... N.S	16 98	14 00		
Central Clarence	Annapolis ..... N.S	45 00	24 00		
Central Grove	Digby ..... N.S	36 04	16 00		
Central Hampstead	Sunbury & Queen's, N.B	105 00	52 00	4 00	
Central Haynesville	York ..... N.B	11 96	12 00		
Central Keswick Ridge	York ..... N.B	8 98	12 00		
Central Kingsclear	York ..... N.B	31 98	16 00		
Central New Annan	Colchester ..... N.S	35 20	20 00		
Central Norton	King's ..... N.B	12 00	12 00		
Central Onslow	Colchester ..... N.S	95 84	20 00		
Central Waterville	York ..... N.B	38 94	20 00		
Central Wood Harbour	Shelburne & Queen's, N.S	60 93	24 00		
Centre Acadie	Kent ..... N.B	14 90	12 00		
Centre Augusta	Grenville, S.R ..... O	11 92	12 00		
Centredale	Pictou ..... N.S	10 00	12 00		
Centre Hampton	King's ..... N.B	17 00	12 00		
Centreton	Northumberland, W.R.O	162 16	70 00		
Centreton	King's ..... N.B	3 00	12 00		
Centre Village	Westmoreland ..... N.B	13 00	12 00		
Centreville	King's ..... N.S	284 45	90 00		
Centreville	Digby ..... N.S	188 00	84 00		
Centreville East	Inverness ..... N.S	28 00	12 00		
Chaffey's Locks	Leeds, S.R ..... O	16 50	12 00		
Chambers	Lennox ..... O	27 50	16 00		
Chambers Settlement	King's ..... N.B	8 00	12 00		
Chambord	Victoria ..... N.B	8 96	12 00		
Chambord Junction	Chicoutimi & Saguenay Q	119 00	44 00		
Champigny	Québec ..... Q	69 00	54 00		
Chance Harbour	St. John ..... N.B	30 94	12 00		
Chance Harbour	Pictou ..... N.S	10 00	12 00		
Chandos	Peterborough, E.R ..... O	14 00	16 00		
Channay	Beauce ..... Q	55 96	20 00		
Channell	Brome ..... Q	34 94	24 00		
Chantelle	Montcalm ..... Q	6 00	12 00		
Chantler	Lincoln & Niagara ..... O	115 50	36 00		
Chantry	Leeds, S.R ..... O	203 85	80 00		

† Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
*Chapleau Station	Argenteuil...Q	87 00			
Chaplin	Halifax...N.S	16 00	12 00		
Chapman	Hastings, E.R...O	54 98	26 00		
Chapman	Westmoreland...N.B	32 96	20 00		
Chapman Settlement	Cumberland...N.S	18 00	12 00		
Chard	Prescott...O	25 00	20 00		
Charlecote	Durham, E.R...O	30 00	20 00		
Charlemagne	L'Assomption...Q	215 10	90 00		12 00
Charlemont	Bothwell...O	50 00	24 00		
Charlesbourg West	Quebec...Q	35 02	24 00		
Charleston	Leeds, S.R...O	90 00	30 00		
Charleston	Carleton...N.B	5 00	10 00		
Charleville	Grenville, S.R...O	18 00	12 00		
Charlos Cove	Guysborough...N.S	48 94	24 00		
Charlo Station	Restigouche...N.B	193 00	80 00	4 00	
Charnwood	King's...P.E.I	10 00	12 00		
Charrington	Compton...Q	6 00	12 00		
Charteris	Pontiac...Q	42 44	20 00	6 00	
Chartersville	Westmoreland...N.B		12 00		
Chartierville	Compton...Q	149 00	60 00		
Chartrand	Russell...O	24 96	12 00		
‡ Chaswood	Halifax...N.S	98 98	40 00		
Chatboro'	Argenteuil...Q	20 91	16 00		
Châteauguay	Châteauguay...Q	187 00	88 00		
Châteauguay Basin	Châteauguay...Q	180 94	72 00		
† Chateauvert	Portneuf...Q	227 24	80 00		
Chater	Brandon...M	142 64	56 00		
Chatillon	Yamaska...Q	38 20	24 00		
Chatterton	Hastings, W.R...O	48 00	24 00		
Chaudiere Basin	Lévis...Q	57 20	30 00		
Chaudiere Curve	Lévis...Q	145 00	84 00		
Chaudiere Mills	Lévis...Q	121 70	54 00		
Chaudiere Station	Lévis...Q	45 18	24 00		
Chaumont	Lotbinière...Q	34 20	20 00		
§ Cheadle	...Alta	30 00	2 00		
Cheam	New Westminster...B.C	30 50	20 00		
Chebogue Point	Yarmouth...N.S	26 00	16 00		
Cheddar	Peterborough, E.R...O	23 20	20 00		
Chedoke	Wentworth, S.R...O	63 84	25 00		
Chegoggin	Yarmouth...N.S	50 00	24 00		
Chelmsford	Northumberland...N.B	69 88	24 00		
Chelsea	Lunenburg...N.S	30 50	16 00	2 00	
Chelton	Prince East...P.E.I	19 94	12 00		
Chemical Road	Albert...N.B	15 00	12 00		
Chemin Taché	Témiscouata...Q	140 20	40 00		
Chemong	Peterborough, W.R...O	13 00	12 00		
Cheney	Muskoka & Parry Sd...O	4 00	16 00		
Cheney Settlement	King's...N.B	10 00	12 00		
**Cheney Station	Russell...O	21 00	9 46		
Chepstow	King's...P.E.I	7 50	12 00		
Chepstowe	Bruce, E.R...O	215 07	76 00		
Cherryfield	Lunenburg...N.S	16 50	12 00	2 00	
Cherryfield	Westmoreland...N.B	11 00	10 00		
Cherry Grove	King's...P.E.I	9 18	12 00		
Cherry Grove	Middlesex, E.R...O	20 00	20 00		
Cherry Hill	Lunenburg...N.S	30 74	12 00		
Cherry River	Sherbrooke...Q	26 00	20 00		
Cherry Vale	Sunbury & Queen's...N.B	18 25	12 00		

* Opened 1-7-01. † Late Poiré. ‡ Late Gays River Road. § Opened 1-5-02. ** Closed 21-12-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cherry Valley	Prince Edward O	207 15	80 00		
Cherry Valley	Queen's East P.E.I	60 00	28 00	4 00	
Cherrywood	Ontario, W.R O	90 00	40 00		
Chester	Carleton N.B	12 00	12 00		
Chesterfield	Wentworth N. & Brant.O	260 09	112 00		
Chester Grant	Lunenburg N.S	9 50	12 00		
Chester Nord	Drum'nd & Arthabaska.Q	19 00	20 00		
Cheticamp	Inverness N.S	20 00	30 00		
Chevalier	Essex, N.R O	135 21	61 00		
Cheverie	Hants N.S	270 50	100 00	10 00	
Chichester	Pontiac Q	98 23	36 00		
Chickney	Assa. East	227 61	160 00		
Chicot	Berthier Q	156 14	68 00		
Chignecto	Cumberland N.S	58 00	16 00		
Chilcoten	Yale & Cariboo B.C	71 70	54 00		
Chimney Corner	Inverness N.S	5 05	12 00		
China Point	Queen's East P.E.I	7 00	12 00		
Chipman's Brook	King's N.S	13 40	18 00		
Chipman's Corners	King's N.S	16 00	16 00		
Chippawa Hill	Bruce, N.R O	75 50	36 00		
Chiselhurst	Huron, S.R O	72 90	30 00		
Chisholm	Prince Edward O	45 00	24 00		
Chiswick	Nipissing O	8 20	12 00		
Chlorydormes	Gaspé Q	61 66	30 00		
Chortitz	Provencher M	68 62	36 00		
Christian Island	Simcoe, E.R O	25 14	16 00		
Christieville	Argenteuil Q	47 00	16 00		
Christina	Middlesex, S.R O	58 84	28 00		
Christy's Lake	Lanark, S.R O	28 60	16 00		
Chumah	Marquette M	13 00	16 00		
Churchill	Simcoe, S.R O	342 22	120 00		
Church Hill	Albert N.B	20 00	16 00		
Churchill	Prince East P.E.I	14 00	10 00		
Church Over	Shelburne & Queen's.N.S	30 24	12 00		
Church Point	Northumberland N.B	113 56	50 00		
Church Street	King's N.S	151 40	70 00		
Churchville	Peel O	68 57	30 00		
Churchville	Pictou N.S	29 89	16 00	2 00	
Chute à Blondeau	Prescott O	189 24	84 00		
City-View	Carleton O	65 72	24 00		
Clachan	Elgin, W.R O	171 86	60 00		
Clair	Victoria N.B	147 08	60 00		
Clairvaux de Bagot	Bagot Q	95 94	32 00		
Clairvaux de Charlevoix	Charlevoix Q	21 00	16 00		
Clam Harbour	Halifax N.S	50 44	18 00		
Clam Point	Shelburne & Queen's.N.S	8 00	10 00		
Clanbrassil	Haldimand & Monck O	88 50	50 00		
Clandeboye	Selkirk M	49 15	24 00		
Clanricarde	Peterborough, E.R O	11 00	16 00		
Clan William	Marquette M	28 75	16 00		
Clapham	Mégantic Q	30 96	24 00	2 00	
Clappison's Corners	Wentworth, S.R O		16 00		
Claremont	Cumberland N.S	17 00	12 00		
Clarendon	Charlotte N.B	21 00	12 00		
Clarendon Station	Addington O	125 88	64 00		
Clarendon Station	Sunbury & Queen's.N.B	41 99	24 00		
Clareview	Addington O	16 00	12 00		
Clarina	Peterborough, E.R O	42 48	20 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
*Clark Avenue	Glengarry, O	5 87	7 00		
†Clarke City	Chicoutimi & Saguenay Q	15 00	0 83		
Clarkleigh	Selkirk M	37 95	24 00	20 00	
Clark's Corners	Sunbury & Queen's N.B	11 98	12 00		
Clark's Road	Cape Breton N.S	15 50	12 00		
Clarkson	Peel O	239 65	80 00		
Clarktown	Queen's East P.E.I	23 96	12 00		
Clarkstown	Russell O	41 50	16 00		
Claude	Peel O	130 50	48 00		
Claverhouse	Inverness N.S	13 00	12 00		
Clavering	Grey, N.R O	132 69	60 00		
Claxton	Burrard B.C	72 50	36 00		
Clay Bank	Renfrew, S.R O	36 45	16 00		
Clayton	New Westminster B.C	85 93	56 00		
Clear Creek	Norfolk, S.R O	188 87	84 00		
Clear Lake	Ontario, N.R O	52 94	28 00		
Clear Springs	King's P.E.I	6 00	12 00		
Clear Springs	Provencher M	58 88	24 00		
Clear View	Carleton N. B	63 00	28 00		
Clement	Wright Q	24 68	16 00		
Clementsvale	Annapolis N.S	184 48	80 00		
Clermont	Prince East P.E.I	10 00	12 00		
Clevelands	King's N.B	9 00	12 00		
Clifton	Gloucester N.B	81 44	30 00	2 00	
Clifton	Colchester N.S	17 92	16 00		
Clinch's Mills	St. John N.B	124 59	60 00	4 00	
Clinton	Queen's West P.E.I	34 92	20 00		
Clones	Sunbury & Queen's N.B	20 00	12 00		
Clontarf	Renfrew, S.R O	31 84	20 00		
Cloudslee	Algoma O	10 00	20 00		
Clover Bar	Alta	97 66	36 00		
Cloverdale	Colchester N.S	4 50	10 00		
Cloverdale, East	Carleton N.B	16 50	12 00		
Cloverdale	Carleton N.B	29 00	12 00		
Clover Hill	King's N.B	42 00	24 00		
Clover Valley	Bruce, W.R O	20 10	12 00		
Clover Valley	New Westminster B.C	32 98	24 00		
Cloverville	Antigonishe N.S	3 00	10 00		
Clumber	Assa. East	25 25	16 00		
Clyde	Wentworth, N. & Brant O	74 00	40 00		
Clyde River	Queen's West P.E.I	34 00	20 00		
Clyde's Corners	Huntingdon Q	49 90	20 00		
Clydesdale	Peterborough, E.R O	34 21	16 00		
Clyde Station	Queen's West P.E.I.	8 80	12 00		
Coal Branch Station	Kent N.B	121 50	50 00		
§Coalburn	Pictou N.S	56 83	3 33		
Coal Creek	Sunbury & Queen's, N.B	71 21	24 00	4 00	
Coal Fields	Assa. East	305 91	100 00		12 00
Coal Mines	Sunbury & Queen's, N.B	12 00	12 00		
Coates' Mills	Kent N.B	30 50	20 00		
Cobble Hill	Middlesex, E.R O	23 00	16 00		
Cobble Hill	Vancouver B.C	174 75	84 00		
Coburn	York N.B	47 50	5 00		
Cocagne Cape	Kent N.B	12 00	12 00		
Cochran's Lake	Cape Breton N.S	7 98	12 00		
Cockburn Island	Algoma O	201 71	56 00		
Coddle's Harbour	Guysborough N.S	10 50	12 00		
Codrington	Northumberland, E.R O	230 29	90 00		

*Closed 1-2-02. †Opened 1-6-02. §Opened 1-3-'02. Opened 1-1-'02.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
‡Cody	Yale & Caribou...B.C		38 77		
*Cody Settlement	Inverness...N.S	2 50	10 00		
Coffey's Corners	Huntingdon...Q	25 04	32 00		
Coffinscroft	Shelburne & Queen's, N.S	12 00	12 00		
Cogmagun River	Hants...N.S	12 00	12 00		
Colbeck	Wellington, N.R...O	114 53	50 00		
Colchester	Essex, S.R...O	101 18	44 00		
Cold Brook	St. John...N.B	13 00	16 00		
Cold Springs	Selkirk...M	15 20	12 00		
Cold Springs	Northumberland, W.R.O	164 09	52 00		
Coldstream	Middlesex, S.R...O	168 92	70 00		
Coldstream	Colchester...N.S	12 02	12 00		
Coldstream East	Carleton...N.B	13 00	12 00		
Colebrook	Addington...O	150 66	90 00		
Cole Harbour	Guysborough...N.S	71 94	30 00		
Cole Harbour Road	Halifax...N.S	4 25	10 00		
Cole Lake	Addington...O	38 50	24 00		
Colenso	Grey, E.R...O	11 20	16 00		
Coleraine	Peel...O	66 14	24 00		
Coleraine Station	Mégantic...Q	250 20	130 00	6 00	
Cole's Island	Sunbury & Queen's, N.B	110 42	48 00	4 00	
Colgan	Simcoe, S.R...O	69 00	30 00		
Colinville	Lambton, W.R...O	112 79	28 00		
College Bridge	Westmoreland...N.B	137 78	80 00		
College Grant	Antigonishe...N.S	11 00	12 00		
Collegeville	Antigonishe...N.S	12 00	12 00		
Colles	...Alta	29 60	24 00		
Collette	Northumberland...N.B	13 50	12 00		
Collfield	Pontiac...Q	30 00	20 00		
Collingwood Corner	Cumberland...N.S	193 28	76 00	10 00	
Collin's Inlet	Nipissing...O	198 90	90 00		
Colquhoun	Dundas...O	58 96	20 00		
Colwell	Simcoe, S.R...O	24 05	16 00		
Colwood	Vancouver...B.C	38 00	50 00		
Comaplix	Yale & Cariboo...B.C	302 71	108 00		
Comeau's Hill	Yarmouth...N.S	21 25	12 00		
Comeauville	Digby...N.S	66 25	36 00		
Comet	Essex, S.R...O	43 56	20 00		
Comin's Mills	Compton...Q	23 00	12 00		
Commanda	Muskoka & Parry Sd...O	166 03	80 00	10 00	
Commercial Cross	King's...P.E.I	13 16	18 00		
Como	Vaudreuil...Q	164 70	88 00		
Compton Station	Compton...Q	127 40	90 00		
Conboyville	Brant, S.R...O	25 00	16 00		
Concession	Digby...N.S	72 08	20 00		
Concord	Pictou...N.S	9 00	12 00		
Concord	York, W.R...O	135 86	52 00		
Condie	...Assa. West	99 71	30 00		
Condon Settlement	King's...N.S	1 00	10 00		
Coningsby	Wellington, S.R...O	24 12	12 00		
Conjuring Creek	...Alta	37 00	18 00		
Conn	Wellington, N.R...O	301 00	132 00		
Connaught	Dundas...O	16 00	16 00		
Connell	Carleton...N.B	58 98	16 00		
Connor	Cardwell...O	167 07	66 00		
Connor	Victoria...N.B	151 48	50 00		
Conn's Mills	Cumberland...N.S	65 09	24 00		
Conover	Grey, E.R...O	26 97	16 00		

* Opened 1-7-'01. ‡ Closed 1-11-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Conquerall Banks	Lunenburg N.S	38 00	20 00	2 00	
Conquerall Mills	Lunenburg N.S	11 79	12 00		
Conroy	Perth, S.R. O	13 00	12 00		
Constance	Huron, S.R. O	130 45	85 00		
Conway	Lennox O	109 50	55 00		
Conway Station	Prince West P.E.I	103 61	40 00		
Coocoocache	Champlain Q	26 60	12 00		
Cook's Brook	Halifax N.S	43 55	25 00		
Cook's Cove	Guysborough N.S	25 86	12 00		
Cook's Creek	Selkirk M	72 75	50 00		
Cookville	Westmoreland N.B	17 00	12 00		
Cooper	Hastings, N.R. O	76 87	32 00	3 00	
Cooper's Falls	Ontario, N.R O	73 18	50 00	1 00	
Copenhagen	Elgin, E.R. O	78 00	28 00		
Cope's Falls	Peterborough, E.R. O	23 18	12 00		
Copleston	Lambton, E.R. O	284 09	90 00		
Copley	Brandon M	38 96	12 00		
Copperfield	Megantic Q	10 00	18 00		
Copper Lake	Antigonishe N.S	16 90	12 00		
Coquitlam	New Westminster B.C	198 45	80 00		
Corberrie	Digby N.S	7 96	12 00		
Corbett	Middlesex, N.R. O	66 00	36 00		
Corbetton	Grey, E.R. O	268 52	110 00		
Corbin	Huntingdon Q	63 00	24 00	4 00	
Corbyville	Hastings, E.R O	196 50	50 00		
Cordova	Marquette M	27 00	20 00		
Cork Station	York N.B	22 92	16 00		
Corliss	Stanstead Q	27 48	30 00		
Cormac	Renfrew, S.R O	27 00	16 00		
Cormier's Cove	Westmoreland N.B	12 00	12 00		
Cormier Village	Westmoreland N.B	12 92	12 00		
Cormierville	Kent N.B	15 94	12 00		
Cornell	Oxford, S.R. O	150 00	80 00		
Corner of the Beach	Gaspé Q	94 00	30 00		12 00
Corn Hill	King's N.B	45 94	24 00		
*Corn Hill East	King's N.B	1 00	7 50		
Cornwall	Queen's West P.E.I	54 00	24 00		
Cornwall Centre	Cornwall O	35 00	16 00		
†Coronation	Victoria N.B	6 00	12 00		
Corraville	King's P.E.I	9 00	12 00		
Corris	Richmond & Wolfe Q	43 75	20 00		
Corson's Siding	Victoria, N.R. O	170 75	110 00	22 00	
Corwhin	Wellington, S.R. O	72 50	24 00		
Costigan	Victoria N.B	12 00	12 00		
Côte	Assa. East	19 20	20 00		
Coteau	Assa. East	51 00	30 00		
Coteau Station	Soulanges Q	322 25	140 00		
Côte des Neiges	Jacques Cartier Q	207 74	56 00		
Côte des Neiges West	Jacques Cartier Q	34 25	20 00		
Côté's Mills	Richmond & Wolfe Q	16 14	12 00		
Côte Rouge	Two Mountains Q	32 23	16 00		
Côte Saint Emmanuel	Soulanges Q	49 98	24 00		
Côte Saint Léonard	Laval Q	6 00	12 00		
Côte Saint Louis	Maisonneuve Q		36 80	4 50	
Côte Saint Michel	Laval Q	39 00	20 00		
Côte Saint Pierre	Labelle Q	66 83	28 00		
Côte Saint Vincent	Two Mountains Q	22 00	16 00		
Côte Visitation	Maisonneuve Q	48 00	28 00		

* Closed 1-4-'02. † Late Perth.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cotham	Assa. East	29 20	20 00		
Cotswold	Wellington, N.R	83 50	24 00	3 00	
Cottesloe	Peterborough, E.R	23 76	16 00		
Cottonwood	Assa. West	31 97	20 00		
Cottonwood	Yale & Cariboo	68 18	40 00		
Coughlan	Northumberland	15 25	12 00		
Coulee	Assa. West	80 00	30 00		
Coulombe	Dorchester	60 18	28 00		
Coulson	Simcoe, E.R	57 00	30 00		
Coultervale	Brandon	55 00	20 00		
Country Harbour Mines	Guysborough	74 84	40 00		6 00
Courtice	Durham, W.R	83 50	40 00		
Cousineau	Wright	27 00	12 00		
Coutts	Alta	195 91	44 00		8 00
Covehead Road	Queen East	6 00	12 00		
Coventry	Cardwell	22 50	20 00		
Coverdale	Albert	17 00	12 00		
Cove Road	Colchester	69 60	24 00		
Covey Hill	Huntingdon	62 00	24 00		
Cowal	Elgin, W.R	96 46	32 00		
Cowan's	Huntingdon	11 87	12 00		
Cow Bay	Halifax	19 00	12 00		
Cowichan Lake	Vancouver	36 20	32 00		
Cowichan Station	Vancouver	150 88	76 00		
Cowley	Alta	328 19	70 00		
Coxby	Sask	17 20	12 00		
Coxheath	Cape Breton	12 00	12 00		
Cox's Point	Sunbury & Queen	23 94	12 00		
Craigellachie	Yale & Cariboo	65 51	36 00		
Craigie Lea	Simcoe, E.R	38 06	24 00		
Craigleith	Grey, E.R	74 88	32 00		
Craignont	Renfrew, S.R	50 00	39 00		
Craigmore	Inverness	6 00	12 00		6 00
Craigsholme	Wellington, C.R	23 98	16 00		
Craig's Road Station	Lévis	69 75	36 00	12 00	
Craigvale	Simcoe, S.R	174 35	70 00		
Crampton	Middlesex, E.R	100 00	36 00		
Cranberry	Megantic	28 96	20 00		
Cranbourne	Dorchester	63 85	20 00	16 00	
Crane Lake	Assa. West	155 18	50 00		22 00
Cranston	Haldimand & Monck	47 90	24 00		
Cranton Section	Inverness	19 98	12 00		
Cranworth	Leeds, S.R	2 00	12 00		
Crapaud	Prince East	212 14	76 00	4 00	
Crathie	Middlesex, W.R	10 99	12 00		
Craven	Assa. West	34 56	20 00	12 67	
Crawford	Grey, S.R	35 75	24 00		
Credit Forks	Cardwell	117 50	50 00		
Crediton East	Middlesex, N.R	95 00	20 00		
Creeford	Marquette	38 00	20 00		
Creek Bank	Wellington, C.R	63 00	26 00		
Creemorne	Pontiac	27 96	12 00		
Creighton	Simcoe, E.R	18 00	28 00		
*Creighton Mine	Nipissing	23 50	0 99		
Creighton Valley	Yale & Cariboo	19 92	20 00		
Creignish Rear	Inverness	1 25	12 00		
Crescent Lake	Assa. East	14 92	20 00		
Cresswell	Victoria, S.R	124 14	56 00		

* Opened 26-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cressy	Prince Edward...O	48 84	24 00		
Creston	Yale & Cariboo ...B C	29 00	33 00		
Crewe	Marquette...M	27 96	16 00		
Crewe	Huron, W.R...O	22 00	12 00		
Crewson's Corners	Wellington, S.R...O	46 25	16 00		
Crieff	Wellington, S.R...O	27 74	16 00		
Crinan	Elgin, W.R...O	43 00	30 00		
*Croft	Antigonishe...N.S	10 00	9 00		
Crofton	Prince Edward...O	43 98	16 00		
Cromar	Lambton, W.R...O	49 47	20 00		
Cromarty	Perth, S.R...O	168 69	84 00		
Cromwell	Selkirk...M	14 51	12 00		
Crookston	Hastings, N.R...O	188 67	105 00		
†Crosby	Leeds, S.R...O	175 91	70 00		
Crossbury	Compton...Q	70 00	20 00		
Crosshill	Waterloo, N.R...O	131 00	48 00		
Cross Lake	Nipissing...O	12 98	12 00		
Crossland	Simcoe, N.R...O	35 84	20 00		
Crosspoint	Bonaventure...Q	39 00	32 00	16 00	
Cross Roads, Country Harbour	Guysborough...N.S	229 00	‖391 00	¶25 82	**165 00
Cross Roads, Leitche's Creek	Cape Breton...N.S	89 00	40 00	8 00	
Cross Roads, Mid. Melford	Guysborough...N.S	29 97	20 00		
Cross Roads, Ohio	Antigonishe...N.S	32 35	20 00	1 33	
Cross Roads, St. George's Channel	Richmond...N.S	14 92	12 00		6 00
Croton	Bothwell...O	110 40	36 00		
Crouse Town	Lunenburg...N.S	7 00	12 00		
Crowel	Shelburne & Queens...N.S	114 25	50 00		
Crowe's Mills	Colchester...N.S	7 88	12 00		
Crow Lake	Addington...O	12 00	12 00		
Crowland	Welland...O	43 00	24 00		
Crown Hill	Simcoe, E.R...O	75 00	40 00		
Crow's Nest	Guysborough...N.S	8 00	10 00		
Crow's Nest	Yale & Cariboo...B.C	108 88	30 00		
Crowstand	...Assa. East	54 20	30 00		
Croydon	Addington...O	67 34	32 00		
Cruickshank	Grey, N.R...O	16 00	16 00		
Crumlin	Middlesex, E.R...O	71 41	36 00		
§Crystal Beach	Welland...O	66 25	32 00		
Crystal Falls	Argenteuil...Q	95 75	12 00		
Culdaff	Dorchester...Q	51 32	30 00		
Culloden	Norfolk, N.R...O	188 14	70 00		
Culloden	Digby...N.S	18 00	12 00		
Cullton	Renfrew, S.R...O	43 00	22 00		
Culross	Lisgar...M	89 71	28 00		
Cultus	Norfolk, S.R...O	80 00	70 00		
Cumberland Bay	Sunbury & Queen's...N.B	130 98	48 00	6 00	
Cumberland House	...Sask	40 00	24 00		
Cumberland Mills	Beauce...Q	42 18	28 00		
Cumberland Point	Sunbury & Queen's...N.B	19 96	12 00	3 00	
Cummings' Cove	Charlotte...N.B	12 00	12 00		
Cumnock	Wellington, C.R...O	38 00	32 00		
Curran	Prescott...O	320 88	120 00		
Currie's Crossing	Oxford, S.R...O	89 00	36 00		
Curry Hill	Glengarry...O	17 14	16 00		
Curryville	Albert...N.B	52 94	20 00		
‡ Curt Hill	...Assa East	5 00	1 00		
Cushendall	Frontenac...O	4 50	16 00		

* Re-opened 1-10-'01. † Late Singleton. § Summer office. ‖ Including $283 arrears.
¶ Including $13.50 arrears. ** Including $121 arrears. ‡ Opened 1-6-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cushing	Argenteuil..Q	169 00	70 00	32 00	
* Cut Bank	Alta	5 00	2 00		
Cymbria	Queen's East. ... P.-E.I	18 20	12 00		
DACRE	Renfrew, S.R.....O	208 84	80 00	16 00	
Daigle	Victoria .....N.B	7 50	10 00		
Dale	King's.....N.S	22 98	12 00		
Dalesboro'	Assa. East	28 00	16 00		
Dalesville	Argenteuil..Q	87 00	80 00	8 00	
Dalhousie East	King's.....N.S	61 90	20 00		
Dalhousie Junction	Restigouche.....N.B	89 38	44 00		
Dalhousie Mills	Glengarry .....O	88 50	40 00		
Dalhousie Road	Lunenburg.....N.S	55 96	24 00	2 00	
Dalhousie Settlement	Pictou.....N.S	17 20	12 00		6 00
Dalhousie Station	Soulanges.....Q	288 82	100 00		
Dalhousie West	Annapolis.....N.S	30 00	12 00		
Dalibaire	Rimouski.....Q	50 20	20 00		12 00
Dalkeith	Glengarry.....O	174 44	80 00		
Dalling	Shefford.....Q	33 50	16 00		
Dalmeny	Russell.....O	87 93	36 00		
Dalrymple	Victoria, N.R.....O	52 05	28 00	2 00	
Dalston	Simcoe, N.R.....O	111 82	62 00		
Daly	Brandon .....M	8 00	12 00		
Damascus	Wellington, N.R.....O	96 00	40 00		
Damascus	King's.....N.B	4 98	10 00		
Danby	Drum'nd & Arthabaska.Q	75 68	50 00	8 00	
Danford Lake	Pontiac.....Q	61 21	32 00	2 00	
Danforth	York, E.R.....O	19 90	16 00		
Daniel	Sunbury & Queen's .N.B	39 50	20 00		
Daniston	Russell.....O	17 98	16 00		
Dante	Bothwell.....O	95 84	44 00		
Danvers	Digby.....N.S	13 48	12 00		
Danvers	Marquette.....M	14 92	10 00		
D'Arcy	Frontenac.....O	37 00	30 00		
Darcyville	Lanark, S.R.....O	7 00	12 00		
Darlingford	Lisgar .....M	233 84	50 00		
Darling Lake	Yarmouth .....N.S	23 00	16 00		
Darlington	Durham, W.R .....O	96 88	30 00		
Darlington	Queen's West.....P.E.I	51 25	24 00	8 00	12 00
Darnley	Prince East.. ... P.E.I	49 50	20 00		
Darrell	Bothwell.....O	25 50	14 00		
D'Artagnan	Lévis.....Q	56 68	45 00		
Dartford	Northumberland, E.R.O	109 00	40 00		
Dartmoor	Victoria, N.R.....O	15 96	16 00		
Dartville	Colchester.....N.S	13 25	12 00		
Darveau	Lévis.....Q	26 00	12 00		
D'Anteuil	Drum'nd & Arthabaska.Q	79 20	30 00		
Davin	Assa. West	7 86	12 00		
Davis	King's .....N.B	8 00	12 00		
Davisburg	Alta	110 57	60 00		
Davis Mills	Renfrew, N.R.....O	14 00	12 00		
Davison Street	King's .....N.S	7 00	10 00		
Davisville	York, W.R.....O	155 00	64 00		
Dawn Mills	Bothwell.....O	104 70	50 00		
Dawn Valley	Bothwell.....O	29 50	12 00		
Dawson	Russell.....O	30 85	16 00		

* Opened 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dawson Settlement	Albert, N.B	24 96	16 00		
Dawsonville	Restigouche, N.B	24 50	14 00		
Day Mills	Algoma, O	112 16	30 00		
Day's Corner	King's, N.B	6 00	12 00		
Dayspring	Lunenburg, N.S	34 90	16 00		
Dayton	Yarmouth, N.S	17 94	12 00		
Dayton	Algoma, O	29 28	12 00		
Deacon	Renfrew, N. R., O	6 50	12 00		
Dead Creek	Addington, O	25 88	12 00		
Deadwood	Yale & Cariboo, B.C	109 00	30 00		
Dealtown	Kent, O	25 96	20 00		
Dean	Halifax, N.S	47 50	24 00	2 00	
Deans	Haldimand & Monck, O	20 00	16 00		
DeBlois Station	Prince West, P.E.I	29 00	12 00	2 00	
DeCewsville	Haldimand & Monck, O	152 20	80 00		
De Clare	Marquette, M	40 06	20 00		
Deebank	Muskoka & Parry Sd., O	14 00	14 00		
Deemerton	Bruce, E.R., O	76 00	36 00		
Deep Brook	Annapolis, N.S	198 33	70 00		
Deep Cove	Cape Breton, N.S	20 00	12 00		
Deepdale	Inverness, N.S	19 20	16 00		
Deerbrook	Essex, N.R., O	12 00	12 00		
Deerfield	Yarmouth, N.S	19 84	20 00		
Deerhurst	York, N.R., O	61 00	24 00		
Deer Lake	Peterborough, E.R., O	22 98	20 00		
Deer Park	Yale & Cariboo, B.C	55 48	35 00		
‡ Deerville	Carleton, N.B	15 33	5 83		
Deerwood	Lisgar, M	55 88	20 00		
Dee Side	Bonaventure, Q	2 00	12 00		
* DeGrassi Point	Simcoe, S.R., O	63 00	30 00		
De Gros Marsh	King's, P.E.I	15 00	12 00		
Delagrave	Montmagny, Q	87 40	48 00		
†Delap's Cove	Annapolis, N.S	31 00	12 00		
Delhaven	King's, N.S	41 00	20 00		
Delisle	Chicoutimi & Saguenay, Q	209 87	60 00	2 00	
Dell	Compton, Q	37 50	20 00		
† Dell's Corners	Annapolis, N.S	24 70	12 00		
Delmer	Norfolk, N.R., O	88 38	30 00		
Deloro	Hastings, N.R., O	336 02	130 00		
Demorestville	Prince Edward, O	162 53	70 00	12 00	
Dempsey	Brandon, M	10 15	12 00		
Denfield	Middlesex, E.R., O	299 52	96 00	10 00	
Denison's Mills	Richmond & Wolfe, Q	78 28	44 00		
Denman Island	Vancouver, B.C	103 96	40 00		
Denmark	Colchester, N.S	228 96	96 00	16 00	
Dennington	Assa. East	9 00	12 00		
Dennistown	Inverness, N.S	15 00	12 00		
Densmore's Mills	Hants, N.S	27 00	12 00		
Denver	Guysborough, N.S	14 98	12 00		6 00
Dequen	Chicoutimi & Saguenay, Q	62 50	30 00		1 50
De Ramsey	Joliette, Q	61 90	20 00		
Derby	Northumberland, N.B	56 00	24 00		
Derby Mills	Grey, N.R., O	17 98	12 00		
Dereham Centre	Norfolk, N.R., O	64 90	24 00		
Dermid	Algoma, O	* 7 00			
Deroche	New Westminster, B.C.	110 00	50 00	††9 33	
Derrynane	Wellington, N.R., O	9 00	12 00		

* Summer office. † Late Upper Clarence. ‡ Opened 1-12-01. * Credit for new office not yet opened. †† Including 1-33 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Derryville	Ontario, N.R. O	35 00	24 00		
Derry West	Peel O	7 00	16 00		
Derwent	Middlesex, S.R. O	57 00	28 00		
De Sable	Prince East P.E.I	33 00	16 00		
Desaulniers	Nipissing O	27 83	12 00		
Deschambault Station	Portneuf Q	29 75	20 00		
Deschênes Mills	Wright Q	58 64	30 00		
Desert Lake	Addington O	18 00	12 00		
Desmond	Addington O	21 25	16 00		
Devils Lake	Assa. East	56 76	20 00		
Devizes	Middlesex, E.R. O	61 00	28 00		
**Devlin	Algoma O	43 70	14 00		
Devon	Halifax N.S	12 00	12 00		
§Devon	Perth, S.R. O	5 00	10 00		
Dewdney	New Westminster B.C	122 00	56 00		
DeWinton	Alta	60 48	24 00	16 00	3 50
Dewittville	Huntingdon Q	262 28	108 00	6 00	
De Wolfe	Charlotte N.B	42 00	20 00		
Dexter	Elgin, E.R. O	56 00	36 00		
Diamond	Lanark, N.R. O	26 84	20 00		
‡Diamond	Pictou N.S	13 94	7 00		
Diana	Alta	‹ 5 00			
Diligent River	Cumberland N.S	106 00	44 00		
Dillonton	Brome Q	27 16	22 00		
Dingwall	Victoria N.S	32 00	12 00		
Dingwell's Mills	Kings P.E.I	7 50	10 00		
Dinorwic	Algoma O	155 50	50 00		20 00
Dipper Harbour	St. John N.B	12 25	16 00		
Dipper Harbour, West	St. John N.B	13 88	12 00		
Dirleton	Carleton O	85 20	40 00		
Discovery	Burrard B.C	250 00	*		
Disley	Assa. West	23 12	16 00		
Dixie	Peel O	126 96	44 00		
Dixon	Cornwall & Stormont O	100 00	50 00		
Dixon	Sunbury & Queen's N.B	36 00	12 00		
Dixon's Corners	Dundas O	118 50	44 00	8 00	
Dobson's Corner	Westmoreland N.B	17 00	12 00		
Doctor's Brook	Antigonishe N.S	13 92	12 00		
Doe Lake	Muskoka & Parry Sd O	31 20	20 00		
Dog Creek	Yale & Cariboo B.C	66 40	50 00	8 00	
Dogherty	Sunbury & Queen's N.B	12 00	12 00		
Dolbeau	Chicoutimi & Saguenay Q	31 50	12 00		
Dollar	York, E.R. O	36 88	16 00		
Dominion	Yukon District N.W.T.	242 00	*		
†Dominion No. 4	Cape Breton N.S	220 06	58 75		
Dominionville	Glengarry O	150 23	72 00		
Domremy	Sask	34 90	12 00	2 00	
Domville	Grenville, S.R. O	49 95	36 00		
Don	York, E.R. O	49 50	24 00		
††Donaldson's Mills	Addington O	2 00			
Donaldston	Queen East P.E.I	9 46	10 00		
Donegal	Perth, N.R. O	92 45	48 00		
Donegal	Kings N.B	8 55	12 00		
Dongola	Victoria, N.R. O	19 50	12 00		
Dongola	Assa. East	48 78	24 00	6 00	
*a*Donnybrook	Pictou N.S	10 17	6 67		

*Salary, &c., entered in Auditor General's Report. ‡Closed 31-8-01, reopened 1-2-02. Late Babington. § Closed 1-5-02. ‹ Credit for new office not yet opened. ** Late La Vallée. † Opened 15-8-01. †† Closed 1-7-01. *a* Opened 1-11-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Donore	Selkirk ... M	30 16	16 00		
Dorchester Crossing	Westmoreland ... N.B	19 94	12 00	2 00	
Dorking	Wellington, C.R ... O	44 20	20 00		
Dorland	Lennox ... O	80 94	32 00		
Dornoch	Grey, N.R ... O	177 50	72 00	2 00	
Dorn-Ridge	York ... N.B	16 00	12 00		
Dorval	Jacques Cartier ... Q	140 00	48 00		
Dorval Station	Jacques Cartier ... Q	512 64	130 00		
Doucettville	Digby ... N.S	9 94	10 00		
Douglas	York ... N.B	32 00	20 00		
Douglasburg	Laprairie & Napierville Q	18 00	12 00		
Douglasfield	Northumberland ... N.B	3 00	10 00		
Douglas Lake	Yale & Cariboo ... B.C	29 20	20 00		
Douglas Station	Renfrew, N.R ... O	65 00	18 00		
§Douglaston	... Assa. East	7 00	1 00		
Douglastown	Northumberland ... N.B	280 05	112 00		
Douglas West	Gaspé ... Q	30 00	16 00		
Douro	Peterborough, E.R ... O	95 18	40 00		
Dover	Westmoreland ... N.B	18 92	12 00		
Dover Centre	Kent ... O	77 82	36 00		
Dovercourt	York, W.R ... O	208 82	80 00		
Dover Hill	Victoria ... N.B	12 18	12 00		
Dover South	Kent ... O	69 43	32 00		
Dover West	Halifax ... N.S	25 00	12 00		
Downeyville	Victoria S.R ... O	90 06	16 00		
Downeyville	King ... N.B	18 00	12 00	6 00	
Downsview	York, W.R ... O	134 00	76 00		
Dow Settlement	York ... N.B	7 00	1 67		
Doyle	Pontiac ... Q	58 23	32 00		
Doyles	Kent ... O	54 96	24 00		
Doyles Brook	Northumberland ... N.B	13 00	12 00		
Doyle Settlement	Restigouche ... N.B	7 00	12 00	2 00	
Dracon	Wellington, C.R ... O	29 88	16 00		
Drew	Wellington, N.R ... O	49 18	32 00		
Drew Station	Wellington, N.R ... O	79 00	30 00		
‡Drinkwater	... Assa. West	21 00	1 39		
Dromore	Queens East ... P.E.I	9 00	12 00		
Dromore West	Queens East ... P.E.I	5 00	12 00		
Drummond	Lanark, S.R ... O	25 00	20 00		
Drummond	Victoria ... N.B	34 94	24 00		
Drumquin	Halton ... O	16 50	20 00		
Dryden	Algoma ... O	562 94	210 00		30 00
Dry River	Lisgar ... M	52 73	24 00		
Drysdale	Huron, S.R ... O	98 72	50 00		
Duagh	... Alta	32 50	20 00		
Dublin Shore	Lunenburg ... N.S	43 50	20 00		
Dubreuil	Renfrew, S.R ... O	35 92	24 00		
Duclos	Wright ... Q	111 27	44 00	2 00	
Dudley	Simcoe, E.R ... O	64 60	30 00		
Dudswell Centre	Richmond & Wolfe ... Q	30 00	20 00		
Dufferin	Frontenac ... O	20 00	20 00		
Dufferin	Sunbury & Queen's ... N.B	21 00	12 00		
Dufferin Bridge	Muskoka & Parry Sd ... O	71 02	41 00		
*Dufferin Mines	Halifax ... N.S.	28 00	20 00		
Dufour	Charlevoix ... Q	22 90	18 00		18 00
Dufresne	Provencher ... M	14 00	12 00	2 00	
Dugald	Selkirk ... M	68 48	40 00		
Duhamel	Labelle ... Q	15 14	16 00		

Opened 1-5-02. §Opened 1-6-02, ‡ Opened 20-5-02. *Re-opened 1-3-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances —*Continued.* Year ended June 30, 1902.

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dumbarton Station	Charlotte, N.B	35 00	20 00		
Dumblane	Bruce, W.R., O	35 94	20 00		
Dumfries	York, N.B	24 87	16 00		
Dumoine	Pontiac, Q	79 10	24 00	8 00	
Dunallen	Brandon, M	18 98	16 00		
Dunany	Argenteuil, Q	29 00	12 00		
Dunara	Selkirk, M	28 00	20 00		
Dunbar	Dundas, O	194 07	93 00	20 00	
Dunboro'	Missisquoi, Q	30 76	16 00		
Dunboyne	Elgin, E.R., O	50 88	24 00		
Duncan	Grey, E.R., O	75 00	30 00		
Duncan	Lunenburg, N.S	37 50	16 00		
Duncan Station	Drum'd & Arthabaska, Q	147 04	60 00		
Duncrief	Middlesex, S.R., O	127 82	50 00		
Dundas	King's, P.E.I	120 00	44 00		
Dundee	Huntingdon, Q	228 00	108 00		16 00
Dundee	Restigouche, N.B	13 00	12 00		
Dundee	Selkirk, M	21 40	16 00		
Dundee	Richmond, N.S	3 00	12 00		
Dundee Centre	Huntingdon, Q	152 48	40 00		
Dundela	Dundas, O	82 00	40 00		
Dundonald	Northumberland, E.R., O	82 74	40 00		
Dundurn	Assa. West	111 39	66 00		
Dunedin	Simcoe, N.R., O	82 49	52 00		
Dunedin	Queen West, P.E.I	15 00	12 00		
Dungiven	Westmoreland, N.B	24 00	12 00		
Dunkeld	Bruce, E.R., O	36 00	20 00		
Dunkerron	York, N.R., O	67 55	30 00		
Dunkin	Brome, Q	94 00	48 00		
Dunleath	Assa. East	16 98	20 00		
Dunlop	Huron, W.R., O	115 00	40 00		
Dunlop	Gloucester, N.B	34 75	16 00		
Dunmaglass	Antigonishe, N.S	22 50	12 00	2 00	
Dunmore	Antigonishe, N.S	11 94	12 00		
Dunmore	Renfrew, N.R., O	18 01	16 00		
Dunmore	Assa. West	43 25	40 00		7 00
Dunnet	Nipissing, O	60 00	20 00		
Dunn's Valley	Algoma, O	11 85	12 00		
Dunraven	Pontiac, Q	72 22	24 00		
Dunrobin	Carleton, O	121 20	60 00		
Dunsford	Victoria, S.R., O	97 00	50 00		
Dunvegan	Inverness, N.S	43 00	28 00	2 00	
Dupey's Corner	Westmoreland, N.B	30 00	16 00		
Durban	Marquette, M	43 70	18 00		
Durell	King's, P.E.I	14 00	12 00		
Durham	Pictou, N.S	155 14	60 00		
Durham Bridge	York, N.B	56 00	24 00		
Durham Centre	Restigouche, N.B	87 82	44 00		
Dutch Brook	Cape Breton, N.S	13 98	12 00		
Dutch Settlement	Halifax, N.S	17 00	12 00		
Duvar Road	Prince West, P.E.I	19 96	12 00		
Dwight	Muskoka & Parry Sd., O	130 68	50 00		
Dwyer-Hill	Carleton, O	126 00	52 00		
Dyer	Cornwall & Stormont, O	24 86	12 00		
Dyer's Bay	Bruce, N.R., O	60 50	28 00		
Dyment	Algoma, O	129 47	70 00		20 00
Dynevor	Selkirk, M	6 00	10 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
LADY	Simcoe, E.R. O	72 11	40 00		
Eagle Butte	Assa. West	46 16	12 00		
Eagle Head	Shelburne & Queen's N.S	40 96	20 00		
Eagle River Station	Algoma O	66 18	44 00		20 00
Eagle's Nest	Wentworth N. & Brant O	360 86	120 00		
Eakindale	Assa. East	7 00	2 00		
Eamer's Corners	Cornwall & Stormont O	18 80	16 00		
Eardley	Wright Q	128 00	60 00		
Earlswood	Assa. East	19 76	16 00		
Earltown	Colchester N.S	129 96	64 00	10 00	6 00
Earnscliffe	Simcoe, S.R. O	14 85	12 00		
Earnscliffe	Queen's East P.E.I	26 00	16 00		
East Aldfield	Pontiac Q	8 00	12 00		
East Amherst	Cumberland N.S	59 88	24 00		
East Apple River	Cumberland N.S	164 64	70 00		6 00
East Baltic	King's P.E.I	17 00	12 00		
East Bay	Cape Breton N.S	66 36	33 00	12 00	
East Bay	Macdonald M	34 10	16 00		
East Bay, North Side	Cape Breton N.S	15 20	16 00		
East Bolton	Brome Q	93 52	64 00	4 00	
East Brookville	Cumberland N.S	26 50	10 00		
East Broughton Station	Beauce Q	110 20	40 00		
East Chebogue	Yarmouth N.S	21 02	12 00		
East Chezzetcook	Halifax N.S	76 21	20 00	2 00	
East Clifton	Compton Q	100 10	48 00	2 00	
East Dover	Halifax N.S	40 00	20 00		
East Dudswell	Richmond & Wolfe Q	34 16	20 00		
East Dunham	Missisquoi Q	43 10	24 00		
East Earltown	Colchester N.S	49 76	30 00		
East End	Assa. West	86 18	40 00		
East Ferry	Digby N.S	20 98	12 00		
*East Folly Mountain	Colchester N.S	11 50	6 96		
East Hall's Harbour Road	King's N.S	14 88	12 00		
East Hereford	Compton Q	80 00	28 00		
East Hungerford	Hastings, E.R. O	17 00	12 00		
East Jeddore	Halifax N.S	30 43	12 00		
Eastlake	Inverness N.S	17 00	12 00		6 00
East Leicester	Cumberland N.S	98 96	32 00		
†East Linden	Cumberland N.S	11 17	6 67		
East Linton	Grey, N.R O		16 00		
East Magdala	Mégantic Q	5 00	10 00		
East Mapleton	Cumberland N.S	13 20	12 00		
East Margaree	Inverness N.S	40 00	20 00		
East Margaretsville	Annapolis N.S	63 88	20 00		
East Mines Station	Colchester N.S	156 00	64 00		
East Mountain	Colchester N.S	9 50	12 00		
East New Annan	Colchester N.S	19 98	20 00		
East Newbridge	Carleton N.B	12 00	12 00		
‡East Oro	Simcoe, E.R. O	18 00	14 00		
East Pinnacle	Missisquoi Q	13 00	12 00		
East Point	King's P.E.I	12 00	12 00		
East Port Medway	Shelburne & Queen's N.S	42 00	20 00		
East River	Lunenburg N.S	27 50	12 00		
East River, St Mary's	Pictou N.S	83 33	30 00	10 00	6 00
East River, Sheet Harbour	Halifax N.S	103 30	45 00		
East Rogerville	Northumberland N.B	3 00	12 00		

* Closed 3-8-'01 re-opened 1-11-'01. † Opened 1-11-'01. ‡ Closed 1-1-'02.
§ Closed 4-12-'01 re-opened 1-4-'02. Opened 1-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
East Roman Valley	Guysborough N.S	25 00	12 00		
East Sable River	Shelburne & Queen's N.S	23 26	12 00		
East Scotch Settlement	King's N.B	12 00	12 00		
East Selkirk	Selkirk M	162 04	80 00	2 00	21 00
East Side Port L'Hébert	Shelburne & Queen's N.S	16 88	12 00		
East Side of Ragged Island	Shelburne & Queen's N.S	32 94	12 00		
East Sooke	Vancouver B.C	35 08	20 00		
East Templeton	Wright Q	298 00	100 00		
‡Eastview	Assa. West	12 00	3 00		
Eastville	Colchester N.S	90 16	36 00		
East Wallace	Cumberland N.S	24 75	20 00		
East Walton	Hants N.S	30 00	20 00		
*East Waterville	York N.B	8 50	10 00		
East Wellington	Vancouver B.C	16 75	20 00		
East Wentworth	Cumberland N.S	100 88	44 00		
East Williamsburg	Dundas O	9 00	12 00		
Eastwood	Oxford, S.R. O	164 00	90 00		
Eaton	Compton Q	136 25	70 00		
Eatonville	Cumberland N.S	69 50	30 00		
Eauclaire	Dist. of Nipissing O	128 77	80 00		
Ebbsfleet	Prince West P.E.I	34 96	20 00		
Ebenezer	Queen's East P.E.I	16 00	12 00		
Ebenezer	Assa. East	22 77	12 00		
Eberts	Bothwell O	84 96	36 00		
Ebor	Brandon M	39 68	20 00		
Eburne	New Westminster B.C	111 58	55 00		
Echo Bay	Algoma O	240 18	90 00	6 00	
Echo Place	Wentworth N. & Brant O	336 87	50 00		
Echo River	Algoma O	10 50	16 00		
Echo Vale	Compton Q	70 00	30 00	8 00	
Economy Point	Colchester N.S	65 96	34 00		6 00
Ecum Secum	Guysborough N.S	110 00	44 00		
Ecum Secum Bridge	Halifax N.S	103 70	48 00		
Edberg	Alta	25 00	3 00		
Eddystone	Northumberland, W.R. O	58 00	28 00		
Eden	Elgin, E.R. O	180 40	80 00		12 00
Eden	Macdonald M	54 00	24 00		
Eden Grove	Bruce, E.R. O	140 09	80 00		
Eden Lake	Pictou N.S	24 00	12 00		6 00
Eden Mills	Wellington, S.R. O	158 48	76 00		
Edenwold	Assa. West	23 30	20 00		
Edgar	Simcoe, E.R. O	157 00	64 00		
Edgar Mills	Essex, S.R. O	43 20	24 00		
Edge Hill	Grey, S.R. O	52 00	40 00		
Edgeley	York, W.R. O	239 00	100 00		
Edgeley	Assa. East	86 00	48 00		
Edgett's Landing	Albert N.B	47 94	28 00		
Edgington	Muskoka & Parry Sd. O	20 00	24 00		
Edna	Argenteuil Q	9 00	12 00		
Edmondville	Lotbiniere Q	48 70	12 00		
†Edrans	Macdonald M	123 00	6 00	1 00	
Edville	Northumberland, E.R. O	69 72	36 00		
†Edwards	Russell O	60 37	16 00		
Edwardsville	Cape Breton N.S	19 63	12 00		
Edwell	Alta	28 76	20 00		
Edy's Mills	Bothwell O	118 03	60 00		
Eel Brook	Yarmouth N.S	72 80	36 00	2 00	
Eel Cove	Victoria N.S	20 75	12 00		

* Opened 1—7—'01. † Opened 1—1—'02. ‡ Opened 1—4—'02. ‖ Opened 1—4—'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Eel Creek	Cumberland, N.S	25 16	12 00		
Eel River Lake	York, N.B.	23 92	12 00		
Effingham	Lincoln & Niagara, O	65 00	30 00		
Egan Creek	Hastings, N.R., O	32 94	20 00		
Egbert	Simcoe, S.R., O	98 54	52 00		
Egerton	Wellington, N.R., O	68 35	30 00		
Egg Island	Chicoutimi & Saguenay, Q	24 20	20 00		
Egg Lake	Alta	16 00	12 00		
Eglington	York, E.R., O	481 56	170 00		
Egmondville	Huron, S.R., O	245 60	110 00		
Egmont Bay	Prince East, P.E.I	15 94	16 00		
Egypte	Shefford, Q	25 00	20 00		
Eight Island Lake	Guysborough, N.S	15 96	12 00		
Elba	Cardwell, O	15 16	12 00		
Elb Mills	Leeds, S.R., O	66 79	28 00		
Elcho	Lincoln & Niagara, O	101 00	40 00		
Elder	Cardwell, O	6 00	12 00		
Elder's Mills	York, W.R., O	66 86	30 00		
Eldon Station	Victoria, N.R., O	60 00	28 00		
Eldorado	Hastings, N.R., O	182 53	70 00	2 00	
Elford	Essex, S.R., O	70 01	16 00		
Elfrida	Wentworth, S.R., O	49 00	20 00		
Elgin	Pictou, N.S	13 00	12 00		
Elgin	New Westminster, B.C	35 94	20 00		
Elginburg	Frontenac, O	112 88	53 00		
Elginfield	Middlesex, E.R., O	49 00	20 00		
†Elgin House	Simcoe, E.R., O	66 00	12 00		
Elgin Mills	York, W.R., O	107 08	‡80 00		
Elgin Road	L'Islet, Q	43 86	20 00		
Elia	York, W.R., O	36 00	22 00		
Elie	Selkirk, M	107 85	36 00		
Elimville	Perth, S.R., O	72 00	30 00		
Elizabethville	Durham, E.R., O	128 37	60 00		
Elizabeth Bay	Algoma, O	13 00	16 00		
Elko	Yale & Cariboo, B.C	1,257 19	48 00	2 00	
Elkwater	Assa. West	5 94	12 00		
Ellaton	Norfolk, N.R., O	27 12	16 00		
Ellengowan	Bruce, E.R., O	14 00	16 00		
Ellen's Town	Northumberland, N.B	19 00	12 00		
Ellershouse	Hants, N.S	202 78	70 00	10 00	
Ellerslie	Alta	40 94	20 00	2 00	
Ellesmere	York, E.R., O	56 96	30 00		
Elliott	Lanark, S.R., O	37 85	28 00		
Elliott's Corners	Simcoe, E.R., O	30 16	20 00		
Elliott's Mills	Queen's West, P.E.I	36 13	16 00		
Elliott Vale	King's, P.E.I	12 92	12 00		
Ellisboro'	Assa. East	162 73	78 00		
Ellis River	Prince West, P.E.I	9 00	12 00		
Ellisville	Leeds, S.R., O	65 98	36 00		
Elm	Lanark, N.R., O	13 00	12 00		
Elma	Dundas, O	121 96	40 00		
Elmbank	Peel, O	71 84	40 00		
Elmcroft	Charlotte, N.B	11 98	12 00		
Elmfield	Pictou, N.S	7 01	12 00		
Elmgrove	Simcoe, S.R., O	77 90	30 00		
Elmhedge	Grey, E.R., O	19 60	16 00		
Elmhurst	King's, N.B	17 00	12 00		
Elmira	King's, P.E.I.	4 00	12 00		

†Summer office, opened. ‡including $30.00 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Elmore	Assa. East	27 00	20 00		
Elmsdale	Prince West.. P.E.I.	158 61	60 00		
Elmside	Pontiac Q	104 74	48 00	6 00	
Elm Springs	Assa. West	25 00	16 00		
Elmstead	Essex, N.R O	62 00	32 00		
Elmsvale	Halifax N.S	107 01	40 00		
Elmsville	Charlotte N.B	89 86	40 00		
Elm Tree	Addington O	14 18	12 00		
Elm Valley	Brandon M	53 55	32 00		
Elm Valley	King's N.B		10 00		
Elmwood	King's N.B	17 90	12 00		
Elmwood	Queen's West P.E.I.	9 96	12 00		
Elphin	Lanark, N.R O	135 80	60 00		
Elsie	Victoria, N.R O	10 00	12 00		
Elsinore	Bruce, N.R O	140 30	55 00		
Elton	Brandon M	15 92	16 00		
*Emard	Beauharnois Q	8 00	3 33		
Emberson	Muskoka & Parry Sd. O	10 00	12 00		
Emerald	Lennox O	105 00	52 00		
Emerald	Inverness N.S	11 98	12 00		
Emerald	Prince East P.E.I.	78 00	44 00	40 00	
Emerson	Kent N.B	17 00	10 00		
Emery	York, W.R O	67 00	40 00		
Emileville	Rouville Q	115 00	48 00		
†Emmaville	Sask	3 00	1 00		
Emmett	Renfrew, S.R O	21 98	16 00		
Emo	Algoma O	474 77	108 00	4 00	
Empey	Hastings, N.R O	22 48	16 00		
Empire	Haldimand & Monck. O	70 20	20 00		
Emyvale	Prince East P.E.I.	11 00	12 00		
Enfield	Durham, W.R O	211 50	90 00		
Enfield	Hants N.S	198 86	84 00	16 00	
English Bay	Chicoutimi & Saguenay Q	93 02	40 00		
English Corner	Halifax N.S	50 48	30 00		
Enmore	Prince West P.E.I.	40 00	16 00		
Ennis	Cardwell O	12 18	12 00		
Ennishore	Victoria N.B	12 00	12 00		
Enniskillen	Durham, W.R O	252 41	100 00		
Enniskillen Station	Sunbury & Queen's N.B	87 40	30 00	2 00	
Ennismore	Peterborough, W.R O	163 00	70 00	12 00	
Ennotville	Wellington, C.R O	170 00	36 00		
Enon	Cape Breton N.S	16 50	12 00	2 00	
Entry Island	Gaspé Q	10 50	12 00		
Epping	Grey, E.R O	56 50	30 00	20 00	
Epsom	Ontario, S.R O	59 93	36 00		
Epworth	New Westminster B.C	11 00	20 00		
Eramosa	Wellington, S.R O	69 00	36 00		
Erasmus	Wellington, N.R O	84 78	36 00		
Erb	King's N.B	2 00	12 00		
Erbsville	Waterloo, N.R O	21 50	12 00		
Eric	Frontenac O	66 00	36 00		
Erie	Norfolk, S.R O	7 00	11 20		
‡Erieau	Kent O	23 00	18 00		
Erie View	Norfolk, S.R O	215 00	90 00	24 00	
Erinsville	Addington O	155 50	60 00	4 00	
Erinview	Selkirk M	52 94	20 00		
Erinville	Guysborough N.S	27 00	12 00		
Erle	Richmond & Wolfe Q	45 75	16 00		

* Opened 1-3-02. † Opened 1-6-02. ‡ Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Ernestown Station	Lennox ... O	10 00	32 00	24 00	
Errington	Vancouver ... B.C	23 14	24 00		
Escott	Leeds, S.R. ... O	112 38	53 00		
Escuminac	Bonaventure ... Q	66 79	32 00	4 00	
Escuminac East	Bonaventure ... Q	8 27	10 00		
Escuminac	Northumberland ... N.B	30 98	12 00		
Esdraelon	Carleton ... N.B	20 84	12 00		
Eskasoni	Cape Breton ... N.S	12 50	12 00		
Eskdale	Bruce, W.R. ... O	15 20	16 00		
Esmonde	Renfrew, S.R. ... O	13 50	16 00		
Espanola	Nipissing ... O	†8 50			
Esquesing	Halton ... O	125 84	64 00		
Esquimaux, Pointe	Chicoutimi & Saguenay ... Q	90 03	30 00	20 00	
Essex	Inverness ... N.S	12 00	12 00		
Essonville	Peterborough, E.R ... O	34 96	20 00		
Esterhaz	Assa. East	31 86	20 00		
Estmere	Victoria ... N.S	33 33	16 00	23 33	
Etang du Nord	Gaspé ... Q	10 00	16 00		
Ethelbert	Marquette ... M	195 26	80 00		3 00
Etna	King's ... N.S	10 00	12 00		
Etobicoke	York, W.R ... O	46 66	20 00		
Ettrick	Middlesex, E.R. ... O	9 00	12 00		
Eustis	Sherbrooke ... Q	201 50	90 00		
Evandale	King's ... N.B	15 00	12 00		
Evans	Sunbury & Queen's ... N.B	15 50	12 00		
Evansville	Algoma ... O	44 10	16 00		
Evelyn	Middlesex, E.R. ... O	77 98	44 00		
Everett	Victoria ... N.B	27 82	16 00		
Eversley	York, N.R. ... O	68 10	28 00		
Ewan	Victoria, N.R. ... O	14 15	16 00		
Exmoor	Northumberland ... N.B	12 00	12 00		
FABRE	Pontiac ... Q	2 50	12 00		
Factory Dale	King's ... N.S	5 00	12 00		
Fairbairn	Victoria, S.R. ... O	42 00	20 00		
Fairbank	York, W.R. ... O	8 50	20 00		
Fairfax	Brandon ... M	252 73	60 00		
Fairfax	Stanstead ... Q	24 97	16 00		
Fairfield	King's ... P.E.I	4 00	16 00		
Fairfield	St. John ... N.B	21 94	16 00		
Fairfield East	Brockville ... O	30 48	18 00		
Fairfield Plain	Oxford, S.R. ... O	36 51	16 00		
Fairford	Selkirk ... M	41 20	16 00		
Fair Ground	Norfolk, S.R. ... O	132 30	56 00		
Fairhall	Lisgar ... M	8 56	12 00		
Fairhaven	Charlotte ... N.B	65 48	24 00	2 00	
Fairholme	Muskoka & Parry Sd. ... O	15 98	12 00		
Fairley	Northumberland ... N.B	19 95	20 00		
Fairlight	Assa. East	24 09	12 00		
Fairmont	Antigonishe ... N.S	7 50	12 00		
*Fairmont Springs	Yale & Cariboo ... B.C	10 00	12 00		
Fairmount	Grey, E.R. ... O	38 16	16 00		
Fair Play	Essex, N.R. ... O	30 00	16 00		
Fair Valley	Simcoe, E.R. ... O	34 00	16 00		
Fairview	Perth, S.R. ... O	21 00	20 00		
Fairview	Westmoreland ... N.B	3 00	12 00		

* Closed 1-1-02. Re-opened 1-4-02. † Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fairview	Queen's West. P.E.I	12 00	12 00		
Fairview Station	Halifax N.S	74 25	36 00		
Fairville	Assa. West	22 00	12 00		
Fairy Bank	Alta	21 00	2 00		
Fairy Hill	Assa. West	30 46	12 00		
Falconbridge	Middlesex, S.R O	37 62	16 00		
Falding	Muskoka & Parry Sd.. O	114 78	60 00		
Falkenburg Station	Simcoe, E.R O	177 48	80 00	50 00	
Falkirk	Middlesex, N.R O	108 52	40 00		
Falkland	Brant, S.R O	41 20	20 00		
Falkland	Halifax N.S	2 98	12 00		
Falkland	Yale & Cariboo B.C	51 63	20 00		
Falkland Ridge	Annapolis N.S	58 44	22 00		
Fallbrook	Lanark, S.R O	160 50	70 00		
Fallowfield	Carleton O	157 38	76 00		
Falls View	Welland O	360 00	208 00		
†Falmouth	Hants N.S	64 00	18 67		
Falmouth Station	Hants N.S	202 98	92 00	7 00	
Fannystelle	Lisgar M	273 15	90 00		
Fanshawe	Middlesex, E.R O	17 42	12 00		
Faraday	Hastings, N.R O	24 06	16 00		
Farewell	Wellington, N R O	82 00	40 00	3 00	
Fargo	Kent O	79 00	39 00		
Farmerston	Carleton N.B	21 25	12 00		
Farmington	King's P.E.I	8 86	12 00		
Farmington	Cumberland N.S	19 00	12 00		
Farnam's Corner's	Missisquoi Q	69 16	20 00		
Farnboro'	Brome Q	12 00	12 00		
Farndon	Missisquoi Q	44 00	20 00		
Farnham Centre	Brome Q	94 00	40 00		
Farrelton	Wright Q	169 50	36 00	3 00	
Fassifern	Glengarry O	57 60	28 00		
Father Point	Rimouski Q	180 47	*89 00		18 00
Fauriel	Gaspé Q	44 78	28 00		
Fauxbourg	Lunenburg N.S	2 50	12 00		
Fawcett Hill	Westmoreland N.B	53 00	36 00		
Fawkham	Ontario, N.R O	37 10	24 00		
Fawn	Ontario, N.R O	84 31	20 00		
Fecteau's Mills	Richmond & Wolfe Q	269 03	90 00		
Feener's Corner	Lunenburg N.S	10 50	10 00		
Fellows	Lennox O	17 00	12 00		
§Felton	Russell O	18 00	13 47		
Feltz, South	Lunenburg N.S	12 00	12 00		
Fenaghvale	Prescott O	17 98	16 00		
Fenella	Northumberland, W.R.O	107 00	60 00		
Fennell's	Simcoe, S.R O	53 50	30 00		
Fenwick	King's N.B	15 98	16 00		
Fenwick	Cumberland N.S	16 00	16 00		
Ferguslea	Renfrew, S.R O	43 40	24 00		
Ferguson	Middlesex, E.R O	80 84	30 00		
Ferguson's Falls	Lanark, S.R O				
Ferguson's Lake	Richmond N.S	31 14	12 00		
Ferguson's Point	Gloucester N.B	64 00	28 00		
Fergusonvale	Simcoe, N.R O	89 84	36 00		
Ferme Neuve	Wright Q	71 16	12 00		
Fermoy	Addington O	29 78	20 00		
Fernbank	Perth, N.R O	22 00	12 00		
Ferndale	Assa. East	18 26	12 00		

†Re-opened 21-9-01. Opened 1-5-02. §Closed 3-5-02. *Including $25 special salary.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ferndale	Albert, N.B	3 00	10 00		
*Ferndale House	Simcoe, E.R., O	80 00	24 00		
Fernetville	Berthier, Q	60 00	36 00		
Fern-Glen	Muskoka & Parry Sd., O	18 98	12 00		
Fernhill	Middlesex, S.R., O	81 78	52 00		
†Fernlee	Algoma, O	32 30	10 00		
Fernton	Selkirk, M	15 56	16 00		
Ferris	Sunbury & Queen's, N.B	14 00	12 00		
Ferry Landing	Victoria, N.S	100 29	40 00	0 83	
Ferryville	Carleton, N.B	2 00	12 00		
Fesserton	Simcoe, E.R., O	341 03	100 00		
Fetherston	Muskoka & Parry Sd., O	43 00	20 00		
Field	Nipissing, O	28 64	12 00		
Fieldville	Wright, Q	23 10	12 00		
Fife	Yale & Cariboo, B.C	4 90	20 00		
Fifteen Mile Stream	Halifax, N.S	59 20	20 00		
File-Hills	Assa. East	50 60	16 00		
Findlay	Brandon, M	94 66	36 00	12 00	
Finger Board	Victoria, S.R., O	30 00	24 00		
Finlayson	Victoria, N.S	12 00	12 00		
Fintona	Cardwell, O	17 00	12 00		
Fire Valley	Yale & Cariboo, B.C	62 66	24 00		
Fir Grove	Albert, N.B	4 00	16 00		
Fir Grove	Dorchester, Q	27 50	12 00		
First South	Lunenburg, N.S	20 41	12 00		
Fishburn	Alta	50 98	16 00		
Fisherman's Harbour	Guysborough, N.S	16 96	12 00		
Fisherville	Haldimand & Monck, O	209 34	78 00		
Fisbing Lake	Assa. East	50 86	28 00		
Fish Lake	Prince Edward, O	39 65	24 00		
Fitzgerald Station	Prince West, P.E.I	104 00	64 00	12 00	
Fitzmaurice	Assa. East	11 93	12 00		
Fitzpatrick	Northumberland, N.B	35 00	16 00		
Five Mile River	Hants, N.S	38 94	20 00		
Flamboro', Centre	Wentworth, S.R., O	47 88	36 00		
Flanders	Compton, Q	20 98	16 00		
Flatlands	Ristigouche, N.B	79 00	47 00		
Flat River	Queen's East, P.E.I	54 46	30 00	4 00	
Flee Island	Macdonald, M	4 00	16 00		
Fleetwood	Durham, E.R., O	236 10	60 00		
Fletcher	Kent, O	130 60	56 00		
Flett's Springs	Sask	82 13	20 00		
Fletwode	Assa. East	114 20	60 00		
Fleurant	Bonaventure, Q	8 88	12 00		
Flint Hill	Albert, N.B	6 00	12 00		
Flodden	Richmond & Wolfe, Q	64 96	32 00		
Floradale	Waterloo, N.R., O	226 12	90 00		
Florenta	Macdonald, M		12 00		
Flowers' Cove	Sunbury & Queen's, N.B	15 98	12 00		
Flower Station	Lanark, N.R., O	89 77	50 00		
Flume Ridge	Charlotte, N.B	16 90	12 00		
Foam Lake	Assa	46 60	12 00		
Folden's Corners	Oxford, S.R., O	85 47	40 00		
Foley	Ontario, S.R., O	21 00	12 00		
Foley Brook	Victoria, N.B	15 62	12 00		
Folger Station	Lanark, N.R., O	137 49	60 00		
Folkins	King's, N.B	25 00	12 00		
Folly Lake	Colchester, N.S	53 96	30 00		

* Summer office. † Opened 1-7-01.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c	$ c
Folly Mountain	Colchester N.S	21 00	20 00		
Fontenelle	Gaspé Q	18 00	12 00		
Fontenoy	Richmond Q	11 90	12 00		
Foote's Bay	Simcoe, E.R O	43 70	48 00		
Forbes	Colchester N. S	18 00	12 00		
Forbes Point	Shelburne & Queen's, N.S	49 98	24 00		
Ford's Mills	Kent N. B	54 50	30 00	4 00	
Fordyce	Huron, W.R O	39 96	20 00		
Forest Farm	Assa. East	16 66	16 00	2 00	
Forest Glade	Annapolis N.S	29 94	20 00		
Forest Glen	Inverness N.S.	6 96	12 00		
Forest Hill	Albert N.B	20 00	12 00		
Forest Hill	King's P.E.I	8 09	12 00		
Forest Home	King's N.S	9 00	12 00		
Forest Mills	Lennox O	40 00	20 00		
Foreston	Carleton N.B	85 44	50 00		
Forestville	Norfolk, S.R O	156 17	60 00		
Forfar	Leeds, S.R O	152 94	50 00		
Fork River	Marquette M	182 93	56 00		
Forks	Sunbury & Queen's N.B	12 00	12 00		
Forks, Baddeck	Victoria N.S	25 00	12 00		
Forrest Station	Brandon M	218 57	48 00		
Fort-à-la-Corne	Sask	32 14	16 00	12 00	
Fort Alexander	Selkirk M	61 86	24 00		
Fort Augustus	Queen's East P.E.I	36 00	12 00		
Fort Cudahy	Yukon District	165 00	*		
Fort Ellice	Marquette M	45 80	30 00		
Fortescue	Peterboro, E.R O	13 94	12 00		
Forties Settlement	Lunenburg N.S	44 75	16 00		
Fort Lawrence	Cumberland N.S	57 98	30 00	3 00	
Fort Louisburg	Cape Breton N.S	27 00	20 00		
Fort Pelly	Assa. East	57 95	32 00		
Fort-Point	Digby N.S	30 00	20 00		
‡Fort St James	Yale & Cariboo B.C.		0 80		
Fortune Bridge	King's P.E.I	39 50	20 00	1 17	
Fortune Cove	Prince West P.E.I	25 00	16 00		
Fort William	Pontiac Q	63 50	33 00		
Fort William West	Algoma O	71 00			
Foster	Brome Q	265 00	90 00	10 00	
Foster's Croft	King's N.B	8 98	12 00		
Fosterville	York N.B	58 06	24 00		
Found's Mills	Queen's West P.E.I	27 50	16 00		
Fourchu	Richmond N.S	93 44	64 00	2 00	
Four Falls	Victoria N.B	51 50	30 00	4 00	
Four Mile Brook	Pictou N.S	29 14	12 00		
Four Roads	Gloucester N.B	11 94	12 00		
Fowler's Corners	Peterborough, W.R O	41 88	20 00		
Fox	Macdonald M	†7 00			
Fox Bay	Chicoutimi & Saguenay Q	14 50	10 00		
Foxboro'	Hastings, E.R O	278 56	100 00	4 00	
Fox Creek	Westmoreland N. B	133 50	50 00		
Fox Harbour	Cumberland N.S	49 94	20 00		
Fox Island Main	Guysborough N.S	7 00	12 00		10 00
Foxleigh	Assa.-West	17 75	12 00		
Foxmead	Simcoe, E.R O	61 62	48 00		
Fox Point	Muskoka & Parry Sd O	129 94	52 00		
Fox River	Gaspé Q	137 75	60 00	42 00	12 00

* Salary, &c., entered in Auditor General's Report. † Credit for new office not yet opened. ‡ Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fox River	Cumberland N.S	162 68	70 00		
Foxton	Selkirk M	64 94	36 00		
Foymount	Renfrew, S.R. O	12 96	16 00		
Framboise	Richmond N.S	70 50	40 00	2 00	
‡Framboise Intervale	Richmond N.S	15 25	10 00		
Franconia	Haldimand & Monck. O	81 89	32 00		
*Frank	Alta	537 30	11 00		15 00
Frank Hill	Victoria, S.R O	5 00	12 00		
Franklin	Durham, E.R O	106 93	52 00	6 00	
Franklin Corners	Prescott O	78 17	38 00		
Franks Bay	Muskoka & Parry Sd. O	30 00	32 00		
Franktown	Lanark, S.R O	139 97	80 00		
Frankville	Antigonishe N.S	68 73	30 00		
Fraserburg	Ontario, N.R O	26 10	12 00		
Fraser's Grant	Antigonishe N.S	2 00	10 00		
Fraser's Mills	Antigonishe N.S	17 87	16 00	§2 17	
Fraserville	Durham, E.R O	105 40	40 00		
Frechette	Levis Q	38 70	16 00		
Fredericton Road	Westmoreland N.B	17 00	12 00		
Fredericton Station	Prince East P.E.I	47 00	16 00		
Freeborn	Perth, N.R O	68 81	24 00		
Freeland	Leeds, S.R O	35 00	20 00		
Freeland	Prince West P.E.I	61 08	36 00		
Freeport	Waterloo, S.R O	105 00	30 00		
French Bay	Bruce, N.R O	21 00	12 00		
French Creek	Vancouver B.C	64 08	40 00		
French Lake	Sunbury & Queen N.B	21 00	12 00		
French River	Pictou N.S	19 96	16 00	2 00	
French River	Queen's West P.E.I	118 00	50 00		
French Road	Cape Breton N.S	25 00	12 00		
Frenchvale	Cape Breton N.S	9 00	12 00		
French Village	Queen's East P.E.I	5 20	12 00		
French Village	King's N.B	8 98	12 00		
French Village	Halifax N.S	93 74	44 00		
Friar's Head	Inverness N.S	41 80	12 00		6 00
Friar's Head-Chapel	Inverness N.S	41 00	16 00		6 00
Froatburn	Dundas O	21 93	12 00		
†Frobisher	Assa. East	40 52	5 00		
Frock	Burrard B.C	20 51	16 00		
Frogmore	Norfolk, S.R O	64 02	24 00		
Frome	Elgin, W.R O	46 94	24 00		
Frontenac	Lotbinière Q	97 20	36 00		
Frontier	Huntingdon Q	16 00	16 00		
Frost Village	Shefford Q	50 00	22 00		
Fruitland	Wentworth, S.R O	257 90	140 00		
Fry's	Assa	60 40	12 00		
Fulford	Brome Q	187 70	72 00		
Fuller	Hastings, N.R O	34 00	12 00		
Fulton	Wentworth, S.R O	79 96	40 00		
Fulton Brook	Sunbury & Queens N.B	11 98	12 00		
Fulton's Mills	Wellington, N.R O	25 75	16 00		
Furnace Falls	Victoria, N.R O	14 00	14 00		
GABAROUSE BARACHOIS	Cape Breton. N.S	132 05	42 00		
Gabarouse Lake	Cape Breton N.S.	15 00	12 00		

*Opened 1-8-01. †Opened 1-2-02. ‡Closed 1-5-02. §Including 17c. arrears. Including $14 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gabriola Island	Vancouver, B.C	19 66	20 00		
Gad's Hill	Perth, N.R., O	123 14	40 00		
Galbraith	Lanark, N.R., O	17 00	12 00		
Galena	Yale & Cariboo, B.C	50 00	20 00		
Galiano	Vancouver, B.C	160 24	72 00		
Gallingertown	Cornwall & Stormont, O	14 60	12 00		
Galson	Compton, Q	64 00	28 00		
Galston	Nipissing, O	24 87	12 00		
Galway	Albert, N.B	6 50	12 00		
Gamble's Corners	Prince East, P.E.I	12 00	12 00		
Gamebridge	Ontario, N.R., O	429 99	96 00		
Gananoque Junction	Leeds, S.R., O	214 50	60 00		
*Ganges Harbour	Vancouver, B.C	9 02	19 17		
Gang Ranch	Yale & Cariboo, B.C	35 00	20 00		
Garden Hill	Durham, E.R., O	140 00	60 00		
Garden Island	Frontenac, O	182 00	110 00		
Garden of Eden	Pictou, N.S	21 80	16 00		
Garden River	Algoma, O	99 38	56 00		
Gardenville	Prince Edward, O	35 42	12 00		
†Gardiner Mines	Cape Breton, N.S	8 00	5 76		
Gardiner's Creek	St. John, N.B	32 90	16 00		
Gardner's Mills	Yarmouth, N.S	13 50	12 00		
Garfield	Queen's East, P.E.I	11 00	12 00		
Garland	Châteauguay, Q	19 94	12 00		
Garland	King's, N.S	15 94	12 00		
Garland	Marquette, M	63 84	30 00		3 00
Garneau	L'Islet, Q	120 86	50 00		
‡Garneau Junction	Champlain, Q	20 00	2 50		
Garnet	Norfolk, S.R., O	71 76	36 00		
Garnet	St. John, N.B	12 75	12 00		
Garnham	Vancouver, B.C	97 94	36 00		
Garonne	Sask	40 00	24 00		
Garretton	Grenville, S.R., O	29 00	16 00		
Garrison Road	Welland, O	6 50	10 00		
Garryowen	Grey, N.R., O	23 00	12 00		
Garthby West	Richmond & Wolfe, Q	28 50	10 00		
Gascons	Bonaventure, Q	144 12	44 00		18 00
Gas Line	Welland, O	111 38	§38 00		
Gasparine	Châteauguay, Q	9 00	12 00		
Gaspereau	Sunbury & Queen's, N.B	33 00	24 00		
Gaspé Bay, South	Gaspé, Q	55 00	28 00	2 00	
Gaspereau Station	Sunbury & Queen's, N.B	113 93	40 00	4 00	
Gaspereaux	Queen's East, P.E.I	81 66	16 00		
Gaudette	Pontiac, Q	47 70	18 00		
Gavelton	Yarmouth, N.S	9 00	12 00		
Gawas	Algoma, O	72 10	36 00		
Gay's River	Colchester, N.S	129 15	52 00	10 00	
Gaythorne	Northumberland, N.B	13 96	12 00		
Geary	Sunbury & Queen's, N.B	14 98	12 00		
Gegoggin	Guysboro', N.S	10 98	10 00		
Gelert	Victoria, N.R., O	160 19	64 00		
Geneva	Argenteuil, Q	26 75	16 00		
Geneva Lake	Nipissing, O	209 50	90 00		24 00
Genoa	Argenteuil, Q	27 00	12 00		
George's River	Cape Breton, N.S	96 50	18 00		
George's River Station	Cape Breton, N.S	22 50	16 00	6 00	
Georgeville	Antigonishe, N.S	48 00	24 00	4 00	
Georgina Island	York, N.R., O	15 50	16 00		

* Closed 1-8, 01. † Closed 7-11, 01. ‡ Opened 1-4, 02. Closed 1-5, 02. § Including $14 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Geraldine	Huntingdon, Q	16 10	12 00		
Germania	Ontario, N.R., O	60 47	20 00		
Germanicus	Renfrew, N.R., O	20 00	16 00		
German Mills	Waterloo, S.R., O	22 20	20 00		
Germantown	Albert, N.B	12 00	12 00		
†Gertrude Mine	Nipissing, O	26 00	0 99		
Gesto	Essex, S.R., O	120 12	60 00		
Gethsemani	Chicoutimi & Saguenay, Q	5 00	12 00		
Getson's Point	Lunenburg, N.S	155 88	65 00		
Geyser	Selkirk, M	61 80	20 00		
Giant's Lake	Guysborough, N.S	14 00	12 00		
Gibbon	King's, N.B	15 00	12 00		
Gibraltar	Grey, E.R., O	63 83	28 00		
Gibson	Simcoe, E.R., O	25 92	20 00		
Gilbert Cove	Digby, N.S	113 05	44 00		
‡Gilbert des Caps	Charlevoix, Q	6 00	0 83		
Gilbert Mountain	Cumberland, N.S	10 00	12 00		
Gilbert's Mills	Prince Edward, O	14 00	12 00		
Gilchrist	Simcoe, E.R., O	20 00	20 00		
*Gilead	Hastings, E.R., O	.....	3 00		
Gilford	York, N.R., O	173 00	60 00	12 00	
Gilks	Northumberland, N.B	38 00	16 00	6 00	
Gill	Haldimand & Monck, O	27 00	16 00		
Gillander's Mountain	Victoria, N.S	12 00	12 00		
Gillespie	Victoria, N.B	1 00	10 00		
Gillies Hill	Bruce, N.R., O	48 00	30 00		
Gillies Lake	Cape Breton, N.S	9 00	12 00		
Gillies Point	Victoria, N.S	5 00	12 00		
Gillie's Point, East	Victoria, N.S	5 00	12 00		
Gillingham	Alta	84 49	36 00		
Gillis Cove	Inverness, N.S	23 17	10 00		
Gilman	Brome, Q	42 00	20 00		
Gilmour	Hastings, N.R., O	261 27	90 00		
Gimli	Selkirk, M	276 01	100 00		
Girard	St. John's & Iberville, Q	37 86	16 00		
Gironx	Provencher, M	48 93	16 00		
Glacier	Yale & Cariboo, B.C	256 58	90 00		
Gladstone	Middlesex, E.R., O	88 06	40 00		
Gladstone	Victoria, N.B	26 44	12 00		
Gladwyn	Victoria, N.B	11 98	12 00		
Gladys	Alta	82 33	32 00		
Glamorgan	Durham, E.R., O	7 15	12 00		
Glandine	Victoria, S.R., O	25 00	20 00		
Glanford	Wentworth, S.R., O	382 44	80 00		
Glanford Station	Wentworth, S.R., O	50 50	20 00		
Glanmire	Hastings, N.R., O	12 00	12 00		
Glanworth	Middlesex, S.R., O	153 40	64 00		
Glascott	Grey, S.R., O	12 00	12 00		
Glasgow	Ontario, W.R., O	39 00	20 00		
Glasgow	Cape Breton, N.S	14 90	12 00		
Glassburn	Antigonishe, N.S	17 42	12 00		
Gleason Road	Charlotte, N.B	6 98	12 00		
Glebe Road	Antigonishe, N.S	12 00	12 00		
Glen Adelaide	Assa. East	76 20	40 00		
Glen Alda	Peterborough, E.R., O	14 97	12 00		
Glen Almond	Labelle, Q	91 04	36 00		
Glen Alpine	Antigonish, N.S	22 00	16 00		
Glen Andrew	Prescott, O	38 20	16 00		

*Closed 1-10, 01. †Opened 26th May, '02. ‡Opened 1-6, 02.

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APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glen Anglin	Gloucester, N.B	15 00	12 00		
Glenannan	Huron, E.R, O	71 00	36 00		
Glenarm	Victoria, N.R, O	167 00	80 00	2 00	
Glen Bean	Wright, Q	64 28	30 00		
Glen Becker	Dundas, O	25 00	12 00		
Glenbervie	Colchester, N.S	49 00	20 00		
Glenburnie	Frontenac, O	49 00	20 00		
Glencairn	Simcoe, S.R, O	235 00	120 00		
Glencairn	Macdonald, M	94 25	36 00	10 00	
Glencoe	Inverness, N.S	9 50	12 00	2 00	
Glencoe	Restigouche, N.B	13 00	12 00		
Glen-Colin	Elgin, E.R, O	34 00	16 00		
Glencorradale	King's, P.E.I	14 00	12 00		
Glencove	Guysborough, N.S		10 00		
Glencross	Lisgar, M	13 96	16 00		
Glen Cross	Cardwell, O	20 18	12 00		
Glendale	Inverness, N.S	45 86	16 00		
Glendale	Middlesex, S.R, O	197 00	80 00		
Glendale	Macdonald, M	14 00	16 00		
Glendinning	Lisgar, M	37 70	24 00	2 00	
Glen Donald	Glengarry, O	19 80	12 00		
Glendower	Addington, O	18 20	16 00		
Gleneden	Grey, S.R, O	35 10	24 00		
Glenelg	Guysborough, N.S	51 00	20 00	4 00	10 00
Glenella	Macdonald, M	328 19	80 00	6 00	
Glenemma	Yale & Cariboo, B.C	22 00	20 00		
Glenfanning	King's, P.E.I	15 17	12 00		
Glen Farrow	Huron, E.R, O	31 96	24 00		
Glenfield	Addington, O	23 93	12 00		
Glenfinnan	Queen's East, P.E.I	7 00	12 00		
Glenforsa	Marquette, M	30 00	20 00		
Glengarry	Inverness, N.S	6 98	12 00		
Glengarry	Prince West, P.E.I	12 94	12 00		
Glengarry Station	Picton, N.S	132 38	56 00	10 00	
Glengarry Valley	Cape Breton, N.S	11 98	12 00		
Glen Gordon	Labelle, Q	178 58	32 45		
Glengyle	Pontiac, Q	60 73	24 00		
Glenholm	Macdonald, M	28 30	20 00		
Glen Huron	Simcoe, N.R, O	122 00	76 00		
Glenila	Muskoka & Parry Sd, O	13 00	12 00		
*Glen Island	Lennox, O	60 15	36 00		
Glen Iver	Sherbrooke, Q	116 30	36 00		
Glenlea	Provencher, M	26 00	30 00		
†Glenlee	Wellington, N.R, O	7 11	5 12		
Glenlivet	Wright, Q	11 18	12 00		
Glenlivet	Restigouche, N.B	16 80	12 00		
Glen Lloyd	Mégantic, Q	17 20	16 00		
Glenlyon	Marquette, M	23 50	60 00		
Glen Major	Ontario, W.R, O	22 00	12 00		
Glen Margaret	Halifax, N.S	87 75	32 00	20 00	
Glen Martin	Queen's East, P.E.I	13 00	12 00		
Glen Mary	Sask	33 10	12 00		
Glen Meyer	Norfolk, S.R, O	128 21	64 00	1 83	
Glen Millar	Hastings, W.R, O	66 80	36 00		
Glenmore	Grenville, S.R, O	16 00	16 00		
Glenmore	Halifax, N.S	11 00	11 74		
Glen Morris	Wentworth N. & Brant, O	118 93	42 00		
Glen Morrison	Cape Breton, N.S	11 94	12 00		

* Summer office. † Closed 4-12-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glen Murray	Megantic, Q	44 14	20 00		
Glennevis	Glengarry, O	71 91	30 00		
Glen Norman	Glengarry, O	74 84	32 00		
Glen Oak	Middlesex, S.R., O	34 00	16 00		
Glenora	Inverness, N.S	6 00	12 00		
Glenora	Lisgar, M	41 96	20 00		
Glenora	Burrard, B.C		28 00		
Glen Orchard	Simcoe, E.R., O	42 67	20 00		
Glenorchy	Halton, O	33 32	16 00		
Glenpayne	Cornwall & Stormont, O	11 92	12 00		
Glen Porter	Northumberland, N.B	6 00	12 00		
Glen Rae	Lambton, E.R., O	80 78	48 00		
Glen Road	Antigonishe, N.S	9 00	12 00		
Glen Ross	Hastings, W.R., O	51 98	24 00		
Glenroy	Glengarry, O	127 66	60 00	4 00	
Glen Sandfield	Glengarry, O	98 61	50 00		
Glenshee	Norfolk, S.R., O	43 25	20 00		
Glen Snail	Grenville, S.R., O	19 98	16 00		
Glensmith	Macdonald, M	93 86	40 00		
Glen Stewart	Dundas, O	89 48	40 00		
Glen Sutton	Brome, Q	278 99	76 00		
Glen Uig (Pleasant Valley)	Antigonishe, N.S	21 75	16 00		
Glenvale	Frontenac, O	52 61	24 00		
Glenvale	Westmoreland, N.B	9 00	12 00		
Glenville	York, N.R., O	29 25	15 00		
Glenville	Inverness, N.S	67 50	24 00		10 00
Glen Walter	Glengarry, O	6 98	28 00		
Glen William	Queen's East, P.E.I	23 46	16 00		
Glen Willow	Middlesex, W.R., O	26 05	24 00		
Glenwood	New Westminster, B.C	34 84	20 00		
Glenwood Station	Kent, O	88 92	36 00		
Gobeil	Charlevoix, Q	24 00	16 00		
Goble's	Wentworth N. & Brant, O	172 74	88 00		
Godbout	Chicoutimi & Saguenay, Q	38 00	20 00		
Godfrey	Addington, O	122 50	56 00	2 00	
Godolphin	Northumberland, E.R., O	15 97	12 00		
Goff's	Halifax, N.S	24 24	12 00	2 00	
*Go Home	Simcoe, E.R., O	178 00	50 00		
Goldenburgh	Algoma, O	34 16	20 00		
Golden Grove	King's, N.B	9 00	10 00		
Golden Grove Mills	St. John, N.B	6 96	10 00		
Golden Lake	Renfrew, N.R., O	147 66	80 00	2 00	
Golden Plain	Assa. East	45 08	12 00		
†Golden Ridge	Carleton, N.B	6 00	6 00		
Golden Stream	Macdonald, M	10 00	16 00		
Golden Valley	Muskoka & Parry Sd., O	60 44	28 00		
Goldfield	Cornwall & Stormont, O	10 00	20 00		
Gold River	Lunenburg, N.S	95 00	32 00		
Gold Rock	Algoma, O	205 28	70 00		
Goldsmith	Essex, S.R., O	20 00	16 00		
Goldstone	Wellington, C.R., O	150 67	85 00		
Goldstone Station	Wellington, C.R., O	91 68	20 00		
Goldstream	Vancouver, B.C	45 94	24 00		
Golspie	Oxford, N.R., O	266 96	100 00		
Gondola Point	King's, N.B	52 98	30 00		
Gonor	Selkirk, M	34 00	20 00		
Good Corner	Carleton, N.B	17 00	12 00		
Goodwood	Ontario, W.R., O	229 00	120 00		

* Summer office. † Closed 30-11-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Gooseberry Cove	St. John N.B	14 00	12 00		
Goose Creek	St. John N.B	17 00	12 00		
Goose River	King's P.EI	2 00	12 00		
Gordon	Assa East	11 14	12 00		
Gordon	Essex, S.R O	117 98	48 00		
Gordon Bay	Muskoka & Parry Sd. O	56 25	44 00		
Gordon Head	Victoria City B.C	40 00	15 00		
Gordon Lake	Algoma O	150 00	68 00	2 00	
Gordonsville	Carleton N.B	52 00	20 00		
Gordonville	Wellington, N.R O	51 84	24 00		
Gore	Hants N.S	61 98	32 00	4 00	
Gore	Richmond Q	71 00	30 00		
Gore's Landing	Northumberland, W.R.O	205 55	72 00		
Goring	Grey, E.R O	29 00	20 00		
Gorman	Renfrew, S.R O	15 00	12 00		
Gormley	York, E.R O	90 00	44 00		
Goshen	Albert N.B	14 00	12 00	2 00	
Goshen	Guysborough N.S	82 29	30 00		
Gosport	Lennox O	14 00	12 00		
Gosselin's Mills	Compton Q	28 00	27 00		
Goulais Bay	Algoma O	25 00	20 00		
Goulais River	Algoma O	25 96	16 00		
Gould	Compton Q	204 32	96 00	10 00	
Gould Station	Compton Q	35 00	12 00		
Goupil	Drumm'd & Arthabaska Q	6 97	10 00		
Gourock	Wellington, S.R O	165 70	52 00		
*Gowan Brae	King's P.E.I.	12 00	4 50		
Gowanstown	Wellington, N.R O	177 20	70 00	25 00	
Gower Point	Renfrew, N.R O	42 44	30 00		
Gowland Mountain	Albert N.B	15 00	12 00		
Gowrie	Perth, S.R O	47 00	24 00		
Graburn	Assa. West	55 80	32 00		
Grafton	Carleton N.B	38 00	16 00		
Grafton	King's N.S	158 96	60 00		
Graham	Vaudreuil Q	124 50	50 00		
Graham's Road	Queen's West P.E.I	58 00	24 00		
Graham's Siding	Colchester N.S	38 86	20 00		
Grahamsville	Peel O	47 75	30 00		
Grainfield	Northumberland N.B	11 83	12 00		
Granboro'	Shefford Q	12 00	12 00		
Grande Anse	Richmond N.S	74 00	16 00	50 00	10 00
Grand Bay	King's N.B	46 00	28 00		
Grande Baie	Chicoutimi & Saguenay Q	240 01	90 00	6 00	36 00
Grand Bend	Middlesex, N.R O	180 50	70 00		
Grande Cascapédia	Bonaventure Q	260 90	84 00		
†Grand Chicot	Two Mountains Q	6 83	3 33		
Grande Clairière	Brandon M	72 84	44 00		
Grand Desert	Halifax N.S	49 92	20 00		
Grande Entry	Gaspé Q	63 00	40 00		
Grande Frenière	Two Mountains Q	81 00	28 00		
Grande Ligne	St. John's & Iberville Q	290 56	120 00		
Grande Montagne	Beauce Q	69 70	16 00		
Grande Pointe	Provencher M	4 48	10 00		
Grandes Coudées	Beauce Q	15 00	12 00		
Grand Falls-Portage	Victoria N.B	6 00	12 00		
Grands Fonds	Charlevoix Q	9 00	12 00		
Grand Harbour	Charlotte N.B	250 00	80 00	8 00	
Grandigue	Kent N.B	40 47	22 00	2 00	

* Re-opened 15-2-'02. † Opened 1-3-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Grandique Ferry	Richmond.....N.S	28 00	12 00		
Grand Lake	Cape Breton.....N.S	2 00	10 00		
Grand Lake-Station	Halifax.....N.S		12 00		
Grand Mira, North	Cape Breton.....N.S	12 12	12 00		
Grand Mira, South	Cape Breton.....N.S	12 94	12 00		
Grand Narrows	Cape Breton.....N.S	205 20	80 00		
Grand Narrows, Rear	Victoria.....N.S	10 00	22 00		
Grand Pabos	Gaspé.....Q	115 13	40 00		18 00
Grand Rang	Dorchester.....Q	38 00	16 00		
Grand Rapids	.....Sask	15 74	12 00		
Grand River	Richmond.....N.S	183 08	64 00	30 00	
Grand River Falls	Richmond.....N.S	11 00	12 00		
Grand St. Esprit	Nicolet.....Q	85 00	24 00		
Grand St. Louis	Nicolet.....Q	13 00	12 00		
Grande Tracadie	Queen's East.....P.E.I	38 00	16 00		
Grande Vallée	Gaspé.....Q	120 34	40 00		
*Grandview	York.....N.B	52 50	9 17		
Grandview	Queen's, East.....P.E.I	42 50	20 00	6 00	
Grange	Lisgar.....M	23 00	18 00		
Granger	Cardwell.....O	20 00	12 00		
Granite Creek	Yale & Cariboo.....B.C	75 36	54 00		
Granite Hill	Muskoka & Parry Sd. O	32 42	12 00	2 00	
†Granite Hill	York.....N.B	38 70	9 17		
Granite Village	Shelburne & Queen's. N.S	11 00	12 00		
Graniteville	Stanstead.....Q	92 00	48 00		
Grant	Russell.....O	30 50	16 00		
Grant	Westmoreland.....N.B	29 87	20 00		
Grantham	Vancouver.....B.C	14 00	16 00		
Granthurst	Oxford, N.R.....O	57 00	16 00		
Grantley	Dundas.....O	157 87	78 00		
Granton	Pictou.....N.S	39 94	20 00		
§Grant's Corners	Glengarry.....O	11 00	4 17		
Granville	Queen's West.....P.E.I	61 05	24 00		
Grassmere	Muskoka & Parry Sd..O	8 50	22 00		
Grass River	Macdonald.....M	26 07	12 00		
Grassy's Corners	Wentworth, S.R.....O	75 56	32 00	4 00	
Grattan	Northumberland....N.B	9 88	12 00		
Grattan	Renfrew, S.R.....O	53 75	24 00		
Gratton Corner	Prescott.....O	33 33	10 00		
Gravel Hill	Cornwall & Stormont..O	35 00	16 00		
Graystock	Peterboro', E.R.....O	21 50	12 00		
Great Desert	Nipissing.....O	18 98	12 00		
Greece's Point	Argenteuil.....Q	106 00	48 00		
Greeley	Russell.....O	42 62	18 00		
Greenbank	Ontario, S.R.....O	217 78	90 00		
Green Bay	Algoma.....O	54 00	24 00		
Greenbush	Brockville.....O	102 19	50 00		
Greenbush	York.....N.B	12 00	12 00		
Green Cove	Victoria.....N.S	18 64	12 00		
Greendale	Antigonishe.....N.S	3 00	10 00		
Greenfield	Carleton.....N.B	35 00	16 00		
Greenfield	Shelburne & Queen's. N.S	90 34	40 00	2 00	
Greenfield	Colchester.....N.S	36 00	16 00		
Green Harbour	Shelburne & Queen's. N.S	40 84	20 00		
‡Green Hill	Cumberland.....N.S	6 00	7 50		
Green Hill	Pictou.....N.S	40 00	20 00		
Green Hill	York.....N.B	25 00	12 00		
Green Lake	.....Sask	47 86	12 00		

* Opened 1-8-'01. † Opened 1-8-'01. ‡ Re-opened 1-10-'01. § Re-opened 1-2-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Greenland	Provencher...M	41 50	16 00		
Greenlaw	...Alta		12 00		
Greenmount	Prince West...P.E.I	22 22	12 00		
Greenock	Bruce, E.R...O	87 58	48 00		
Green Point	Prince Edward...O	15 00	12 00		
Green Point	Gloucester...N.B	106 84	56 00		
Green Ridge	Provencher...M	36 16	16 00		
Green River	Témiscouata...Q	31 26	20 00		
Green River	Ontario, W.R...O	139 45	64 00		
Green River	Victoria...N.B	29 97	12 00		
Green Road	Carleton...N.B	10 00	12 00		
Green's Brook	Pictou...N.S	19 00	12 00		
Green's Creek	Colchester...N.S	33 84	20 00		
Greensville	Wentworth, S.R...O	249 04	70 00		
Greenvale	Pictou...N.S	3 00	12 00		
Greenvale	King's...P.E.I	27 00	12 00		
Green Valley	Glengarry...O	114 00	56 00	36 00	
Greenview	Hastings, N.R...O	9 30	12 00		
Greenville Station	Cumberland...N.S	69 10	50 00	6 00	
Greenway	Middlesex, N.R...O	171 70	76 00		
Greenway	Lisgar...M	115 56	60 00		
Greenwich	King's...P.E.I	15 73	12 00		
Greenwich Hill	King's...N.B	33 99	20 00		
Greenwood	Selkirk...M	18 00	16 00		
Greenwood	King's...N.S	27 00	12 00		
Greer	St. John...N.B	30 00	16 00		
Greer Mount	Pontiac...Q	41 46	20 00		
Gregory	Simcoe, E.R...O	99 54	50 00	2 00	
Grenfel	Simcoe, N.R...O	16 98	16 00		
Grenier	Beauce...Q	24 18	10 00		
Gresham	Bruce, W.R...O	54 00	30 00		
Gretna	Lennox...O	10 00	12 00		
Grey's Mills	King's...N.B	27 96	16 00		
Greywood	Annapolis...N.S	33 00	16 00		
Griersford	Renfrew, N.R...O	22 70	16 00		
Grierson	...Alta	39 83	20 00		
Griersville	Grey, E.R...O	37 14	30 00		
Griffin	Stanstead...Q	22 00	20 00		
Griffin Cove	Gaspé...Q	34 04	24 00		12 00
Griffin's Corners	Elgin, E.R...O	67 20	36 00		
Griffith	Renfrew, S.R...O	109 90	50 00	6 00	
Grimsby Centre	Wentworth, S.R...O	20 00	16 00		
*Grimsby Park	Wentworth, S.R...O				
Grimsthorpe	Algoma...O	38 44	20 00		
Grimston	Grey, N.R...O	11 20	12 00		
Grit	Nipissing...O	5 00	10 00		
Grondines Station	Portneuf...Q	42 00	20 00		
Grosses Coques	Digby...N.S	58 96	24 00		
Grosses Roches	Rimouski...Q	29 00	12 00		12 00
Grosvenor	Guysborough...N.S	6 25	12 00		
Grove Park	...Assa. East	4 88	10 00		
Grovesend	Elgin, E.R...O	46 87	24 00		
Groves Point	Cape Breton...N.S	25 98	12 00		
Groveton	Grenville, S.R...O	22 16	12 00		
Gruber	Marquette...M	51 30	28 00		
Grund	Lisgar...M	25 00	20 00		
Grunthal	Provencher...M	85 66	44 00		
Gueguen	Kent...N.B.	15 88	12 00		

* Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Guigues	Pontiac, Q	81 66	30 00		
Guilds	Kent, O	117 95	80 00		
Guimond	Kent, N.B	14 00	10 00		
Gulf Shore	Cumberland, N.S	14 00	12 00		
Gull Cove	Cape Breton, N.S	18 14	12 00		
Gull Creek	Addington, O	30 18	12 00		
Gull Lake	Assa. West	82 32	30 00		16 50
Gunning Cove	Shelburne & Queen's, N.S	95 50	40 00	2 00	
Gunter	Hastings, N.R, Q	103 02	32 00		
Guthrie	Simcoe, E.R, O	59 00	28 00		
Guthrie	Missisquoi, O	23 18	20 00		
Guysborough	Norfolk, S.R, O	103 78	44 00		
Guysborough Intervale	Guysborough, N.S	37 00	20 00	2 00	
Gypsum Mines	Haldimand & Monck, O	41 50	20 00		
Haabermehl	Grey, S.R, O	32 82	16 00		
Hackett's Cove	Halifax, N.S	58 25	24 00		
Haddo	Dundas, O	41 00	16 00		
Hadlington	Peterborough, E.R, O	39 00	12 00		
Hadlow Cove	Lévis, Q	176 96	48 00	10 00	
Hagan	Vancouver, B.C	13 00	20 00		
Hagensborg	Burrard, B.C	33 18	32 00		
Hagerman's Corners	York, E.R, O	51 00	20 00		
Hague	Sask	358 34	90 00		
Hainsville	Dundas, O	71 90	36 00		
Halbstadt	Lisgar, M	56 00	20 00		
Halcomb	Northumberland, N.B	11 20	12 00		
Halero	Sask	34 16	20 00		
Haldane Hill	Muskoka & Parry Sd., O	33 16	24 00		
Haldimand	Gaspé, Q	48 00	18 00		
Haley Station	Renfrew, N.R, O	149 01	64 00	6 00	
Half Island Cove	Guysborough, N.S	34 35	16 00		8 00
Halfway	Nipissing, O	136 54	95 00		
Halfway Brook	Colchester, N.S	37 48	20 00		
Halfway Cove	Guysborough, N.S	21 50	12 00		10 00
Halfway River Station	Cumberland, N.S	50 00	24 00	*9 33	
Hall	Yale & Cariboo, B.C	30 00	40 00		
Hallerton	Huntingdon, Q	66 00	44 00		
Halloway	Hastings, E.R, O	76 80	36 00		
Hall's Bridge	Peterborough, W.R, O	170 00	52 00	4 00	
Hall's Glen	Peterborough, E.R, O	27 00	12 00		
Hall's Harbour	King's, N.S	42 93	20 00		
Hall's Lake	Victoria, N.R, O	18 00	12 00		
Hall's Mills	Lanark, N.R, O	42 00	24 00		
Hall's Prairie	New Westminster, B.C	50 00	30 00		
Hall's Stream	Compton, Q	30 00	22 00	4 00	
Hallville	Dundas, O	213 59	80 00		
Halpenny	Lanark, N.R, O	6 20	12 00		
Halstead	Marquette, M	16 14	12 00		
Halston	Hastings, E.R, O	11 12	12 00		
Halversen	Pontiac, Q	14 00	12 00		
Hamill's Point	Simcoe, E.R, O	130 76	50 00		
Hamilton	Prince, P.E.I	44 50	16 00		
Hamilton Beach	Wentworth, S.R, O	119 00	42 00		
Hamilton Cove	Chicoutimi & Saguenay, Q	50 00	‡28 00	6 00	
Hamilton Mountain	Sunbury & Queen's, N.B	12 00	12 00		

* Including $1.33 arrears.

‡ Including $8 special winter salary.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hamlet	Simcoe, E.R. O	77 22	24 00		
Hammond	Russell O	166 84	60 00		
*Hammond's Plains	Halifax N.S	19 75	6 44		
Hammondvale	King's N.B	33 00	40 00	4 00	
Hampden	Grey, S.R. O	33 33	20 00		
Hampshire	Queen's West P.E.I	19 00	12 00		
Hampshire Mills	Simcoe, E.R. O	32 94	16 00		
Hampstead	Oxford, N.R. O	145 00	56 00		
Hampton	Prince East P.E.I	135 76	50 00	4 00	
Hampton	Annapolis N.S	150 00	50 00		
Hamtown	York N.B	8 98	12 00		
Hanceville	Yale & Cariboo B.C	74 00	32 00		
Hanford Brook	St. John N.B	16 00	16 00		
Hanlan	Peel O	12 00	16 00		
Hanlan	Selkirk M	21 00	20 00		
Hannon	Wentworth, S.R. O	63 62	28 00		
Hansford	Cumberland N.S	55 50	24 00		
Hanwell	York N.B	12 00	12 00		
Happy Valley	Victoria B.C	10 00	20 00		
†Harbledown	Burrard B.C	12 00	3 33		
Harbord	Carleton O	50 00	36 00		
Harbour Road	Antigonishe N.S	11 40	12 00		
Harbourville	King's N.S	125 81	55 00		
Hardingville	St. John N.B	20 18	16 00		
Hardwicke	Northumberland N.B	75 94	40 00		
Hardwood Flat	Compton Q	27 50	12 00		
Hardwood Lake	Renfrew, S.R. O	7 50	10 00		
Hardwood Lands	Hants N.S	12 20	12 00		
Harewood	Westmoreland N.B	7 50	10 00		
Hargrave	Brandon M	251 90	110 00		13 50
Harkaway	Grey, E.R. O	252 00	96 00		
Harlem	Leeds, S.R. O	53 99	24 00		
Harley	Oxford, S.R. O	111 00	48 00	30 00	
Harley Road	Sunbury & Queen's N.B	14 00	12 00		
Harlock	Huron, S.R. O	37 70	24 00		
Harlowe	Addington O	65 04	28 00		
Harmattan	Alta	45 45	16 00		
Harmony	King's N.S	20 96	12 00		
Harmony Mills	Shelburne & Queen's N.S	56 48	27 00	2 00	6 00
Harold	Hastings, N.R. O	69 84	40 00		
Harper	Lanark, S.R. O	104 96	48 00		
Harper's Camp	Yale & Cariboo B.C	137 90	75 00		
Harper's Corners	Wentworth, S.R. O	31 00	12 00		
Harperville	Selkirk M	14 18	12 00		
Harpley	Middlesex, N.R. O	41 80	20 00		
Harrigan Cove	Halifax N.S	148 32	44 00		
Harrington	Queen's East P.E.I	11 96	12 00		
Harrington East	Argenteuil Q	140 48	50 00	2 00	
Harrington Harbour	Chicoutimi & Saguenay Q	10 00	12 00		
Harrison's Corners	Cornwall & Stormont O	99 00	44 00		
Harrison Hot-Springs	New Westminster B.C	479 90	200 00		
Harrison River	New Westminster B.C	546 57	188 00		
Harrison Road	Cumberland N.S	30 96	12 00		
Harrison Settlement	Cumberland N.S	9 00	12 00		
Harrisville	Westmoreland N.B	11 91	12 00		
Harrowby	Marquette M	46 05	20 00		
Hartfell	Muskoka & Parry Sd O	11 20	12 00		
Hartfield	York N.B	21 92	12 00		

* Opened 8-11-'01. † Opened 1 5 '02. ‡ Including $40 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ ctr.	$ cts.	$ cts.
Hartford	Norfolk, N.R. O	131 46	48 00		
Hartford	Cumberland N.S	110 46	36 00		
Hartford	Carleton N.B	6 00	12 00		
Hartington	Addington O	116 88	50 00	4 00	
Hartley	Victoria, N.R O	80 64	40 00		
Hartsmere	Addington O	42 00	20 00		
Hartsville	Prince East P.E.I	14 72	12 00		
Hartville	Hants N.S	40 86	30 00		
Harvard Lakes	Inverness N.S	12 00	12 00		
Harvey	Renfrew, S.R O	105 78	34 00		
Harvey Bank	Albert N.B	149 00	67 00		
Harwich	Kent O	165 77	60 00		
Harwood	Northumberland, W.R. O	157 62	76 00		
Harwood Plains	Carleton O	12 40	12 00		
Haseville	Missisquoi Q	7 50	10 00		
Hassett	Digby N.S	12 48	12 00		
Hastings	Cumberland N.S	10 60	12 00		
Hastings	Albert N.B	9 00	12 00		
Hatchley Station	Oxford, S.R O	61 00	24 00		
Hatfield Point	King's N.B	147 44	60 00	8 00	
Hatherton	Grey, E.R O	13 16	12 00		
Hatzic Prairie	New Westminster B.C	27 00	20 00		
Haultain	Peterborough, E.R O	34 25	16 00		
Hauteur	Rimouski Q	17 00	12 00		
Havelock	Digby N.S	44 90	16 00		
*Havendale	Guysboro' N.S	6 00	2 50		
Havergal	Hastings, N.R O	63 93	24 00		
Hawk Lake	Algoma O	35 00	16 00		12 00
Hawkshaw	York N.B	142 85	36 00		
Hawley	Lennox O	34 00	20 00		
Hawthorne	Russell O	35 88	16 00		
Hawthorne	Inverness N.S	11 98	12 00		
Hay	Perth S.R O	176 00	100 00		
Hay Bay	Lennox O	27 84	12 00		
Hayburn	Lennox O	28 76	16 00		
Hay Cove	Richmond N.S	5 00	12 00	12 00	
Haydon	Durham, W.R O	56 98	30 00		
Hayesland	Wentworth, S.R O	26 96	16 00		
Hayesville	York N.B	16 00	16 00		
Hayfield	Brandon M	44 00	20 00		
Haynes	Alta.	40 00	12 00		
Hay's River	Inverness N.S	14 00	12 00	2 00	
Haysville	Waterloo, S.R O	190 23	90 00		
Hayward	Assa. East	33 20	16 00		
Hazel Cliffe	Assa. East	77 50	50 00		
Hazeldean	Carleton O	133 00	56 00		
Hazel Grove	Queen's West P.E.I	13 00	12 00		
Hazel Land	Argenteuil Q	8 00	12 00		
Hazelmere	New Westminster B.C	47 08	24 00		
Hazelton	Burrard B.C	52 00	36 00		
Hazelwood	Assa. East	28 55	16 00		
Hazzard's Corners	Hastings, N.R. O	116 98	20 00		
Headford	York, E.R O	46 48	20 00		
Headingly	Selkirk M	290 00	84 00		
Head Lake	Victoria, N.R O	13 26	14 00		
Head of Amherst	Cumberland N.S	77 00	24 00		
Head of Cardigan	King's P.E.I	5 96	12 00		
Head of Chezzetcook	Halifax N.S	80 26	40 00	5 00	

*Opened 1-4-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ ctr.	$ cts.	$ cts.	$ cts.
Head of Hillsborough	King's.....P.E.I	15 86	12 00		
Head of Jeddore	Halifax.....N.S	63 75	30 00	6 00	
Head of Jordan-River	Shelburne & Queen's..N.S	200 50	84 00		
Head of Millstream	King's.....N.B	41 00	16 00		
Head of River-Hebert	Cumberland.....N.S	90 00	40 00		
Head of St. Margaret's Bay	Halifax.....N.S	130 00	60 00		
Head of Tatamagouche Bay	Colchester.....N.S	59 88	27 00	6 00	
Head of Tide	Restigouche.....N.B	32 00	16 00	8 00	
Heal	Vancouver.....B.C	4 45	12 00		
Healey's	Carleton.....O	137 00	20 00		
Heaslip	Brandon.....M	37 16	36 00		
Heathbell	Pictou.....N.S	21 00	16 00		
Heather	Lambton, E.R.....O	13 08	12 00		
Heatherdale	King.....P.E.I	29 50	14 00		
Heatherton	Antigonishe.....N.S	220 00	90 00	14 00	
Heathton	Stanstead.....Q	39 92	30 00		
*Hebbs Cross	Lunenburg.....N.S	6 00	..		
†Hebert	Kent.....N.B	7 00	1 67		
Hebertville Station	Chicoutimi & Saguenay Q	289 99	90 00		
Hebron	Albert.....N.B	12 00	12 00		
Hecla	Selkirk.....M	34 20	16 00		
Heckston	Grenville, N.R.....O	110 69	60 00		
Hectanooga	Digby.....N.S	89 34	36 00		
Hedgeville	Pictou.....N.S	18 00	12 00		
Hedleyville	Quebec.....Q	137 30	40 00		
Hednesford	.....Assa. West	22 25	12 00		
Heidelburg	Waterloo, N.R.....O	240 00	116 00		
Heimra	Muskoka & Parry Sd..O	43 00	10 00		
Hekkla	Muskoka & Parry Sd..O	15 00	12 00		
Helena	Huntingdon.....Q	65 25	30 00		
Helen Mine	Algoma.....O	516 97	90 00		
Hemford	Lunenburg.....N.S	65 50	30 00		
Hemison	Dorchester.....Q	58 00	28 00		
Hemlock	Norfolk, S.R.....O	34 20	20 00		
Henderson Settlement	Sunbury & Queen's..N.B	19 89	12 00		
Henderson Settlement	Cumberland.....N.S	25 56	24 00		
Henderson's Grove	Megantic.....Q	31 50	20 00		
Henderson Vale	Megantic.....Q	13 00	12 00		
Henfryn	Huron, E.R.....O	56 04	28 00		
Hennigar	Hants.....N.S	27 00	12 00		
Henry	Prescott.....O	16 50	16 00		
Henrysburg	Missisquoi.....Q	73 92	36 00		
Henry's Corners	Bothwell.....O	10 00	10 00		
Herdman	Huntingdon.....Q	104 92	48 00		
Hereford	Compton.....Q	37 98	24 00		
Hereward	Wellington, C.R.....O	56 12	30 00		
Heriot Bay	Burrard.....B.C	108 02	36 00		
Hermanville	King's.....P.E.I	14 00	12 00		
Hermon	Hastings, N.R.....O	85 00	36 00	§8 67	
‡Hernefield	Brandon.....M	7 00	14 67		
Heron	.....Assa. East	16 94	12 00		
Heron-Bay	Algoma.....O	132 70	50 00		
Heron Island	Restigouche.....N.B	11 00	12 00		
Herring Cove	Halifax.....N.S	23 15	12 00		
Herouville	Champlain.....Q	80 56	30 00		
Herron's Mills	Lanark, N.R.....O	30 00	20 00		
Hesson	Perth, N.R.....O	114 50	48 00		

* Re-opened 1-3-'02. † Opened 1-5-'02. ‡ Closed 1-6-'02. Summer office. § Including 67 cents arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hewitt	Haldimand & Monck ..O	57 78	28 00		
Hexham	Northumberland.....N.B	11 96	12 00		
Heyworth	Wright.....Q	41 96	20 00		
Hiawatha	Peterborough, E.R.....O	10 00	12 00		
Hibernia	Sunbury & Queen.....N.B	33 98	20 00		
Hickson	Oxford, N.R.....O	238 65	90 00		
Hicksvale	.....Assa. West	8 00	10 00		
Hicksville	Westn.oreland .....N.B	9 00	12 00		
Higgin's Road	Prince West .....P.E.I	48 98	20 00		
High Bank	Queen East .....P.E.I	29 98	16 00		
Highbury	King's.....N.S	11 00	12 00		
High Falls	Renfrew, S.R.....O	5 00	12 00		
High Falls	Wright .....Q	72 00	20 00		
Highfield	York, W.R.....O	50 92	20 00		
Highfield	Hants.....N.S	32 00	20 00		
Highfield	Sunbury & Queen ...N.B	44 50	12 00		
Highland	Guysboro .....N.S	10 00	10 00		
Highland Grove	Peterborough, E.R ....O	165 77	60 00	6 00	
Highland Park	.....Alta	• 8 00			
Highland Village	Colchester.....N.S	32 00	16 00		
Highlands	Carleton.....N.B	20 00	22 00		
High View	.....Assa. East	54 00	28 00		
Hildebrand	.....Assa	• 5 00			
Hildegard	Westmoreland .....N.B	8 00	12 00		
†Hilden	Colchester.....N.S	36 00	13 74		
Hillandale	Victoria.....N.B	14 50	12 00		
Hillaton	King's.....N.S	70 40	30 00		
Hillburn	.....Assa. East	35 83	16 00		
Hill Crest	Megantic.....Q	15 20	12 00		
Hill End	.....Alta	• 7 00			
Hillesden	.....Assa. East	59 12	24 00		
Hill Farm	.....Assa. East	80 52	30 00		
Hill Grove	Digby .....N.S	86 00	24 00		
Hill Grove	Westmoreland.....N.B	5 00	83		
Hill Head	Argenteuil.....Q	22 72	12 00		
Hillhurst	Compton .....Q	156 50	72 00		
Hillier	Prince Edward.....O	175 00	72 00	8 00	
Hillman	Essex, S.R.....O	14 00	12 00		
*Hillsborough	Lambton, W.R.....O		3 00		
Hillsborough	Inverness.....N.S	31 55	20 00		6 00
Hillsburn	Annapolis.....N.S	30 88	12 00		
Hillsdale	Inverness.....N.S	12 54	12 00		
Hillsdale	King.....N.B	82 00	**28 00		
§Hillstown	.....Alta	10 00	1 00		
Hill's Green	Huron, D.S.....O	91 14	40 00		
Hillside	Missisquoi .....Q	19 00	12 00		
Hillside	Cape Breton.....N.S	11 94	12 00		
Hillside	Albert.....N.B	4 50	10 00		
Hillside	Muskoka & Parry Sd..O	36 92	12 00		
Hillside, Boulardarie	Cape Breton.....N.S	8 44	12 00		
Hillsvale	Hants.....N.S	22 46	12 00		
Hilltop	Marquette .....M	20 00	12 00		
Hillview	Brandon.....M	52 76	36 00		
Hilly Grove	Algoma.....O	22 86	16 00		
Hinch	Addington.....O	11 98	16 00		
‡Hines Corner	Hants.....N.S	6 00	1 67		
Hiram	Albert.....N.B	15 00	12 00		
Hirsch	.....Assa. East	34 29	20 00		††6 50

*Closed 1-10-'01. †Closed 8-2-'02 re-opened 1-4-'02. ‡Opened 1-5-'02. Opened 1-6-'02. §Opened 1-6-'02. • Credit for new office not yet opened. ** Including $4 arrears. †† Including 50 cents arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hnausa	Selkirk, M	77 50	30 00		
Hoard's Station	Northumberland, E. R., O	99 95	48 00		
Hoasic	Dundas, O	15 00	12 00		
Hoath Head	Grey, N. R., O	38 00	20 00		
Hobart	Simcoe, E. R., O	21 96	12 00		
Hochstadt	Provencher, M	35 00	24 00		
Hoekley	Cardwell, O	129 98	60 00		
**Hocquart	Temiscouata, Q	26 00	2 50		
Hodgins	Pontiac, Q	23 23	12 00		
Hodson	Pictou, N. S	19 00	16 00		
Hogan	Hasting N. R., O	60 50	20 00		
Holbrook	Oxford, S. R., O	87 71	32 00		
Holderville	King's, N. B	25 95	16 00		
Holiday	Oxford, N. R., O	26 00	16 00		
Holland's Mills	Labelle, Q	59 00	32 00		
Hollbroke	Alta	37 42	30 00		
Holleford	Addington, O	26 00	12 00		
Holly	Simcoe, S. R., O	52 00	20 00		
Holly Park	York, N. R., O	6 00	12 00		
Holmesville	Carleton, N. B	11 88	12 00		
Holmesville	Huron, W. R., O	160 73	76 00	10 00	
Holt	York, N. R., O	48 00	20 00		
Holton	Châteauguay, Q	60 44	28 00	8 00	
Holyrood	Bruce, W. R., O	106 00	54 00		
Homer	Lincoln & Niagara, O	90 00	36 00		6 00
Homeville	Cape Breton, N.S	38 00	16 00		
Honora	Algoma, O	56 86	36,00	2 00	
Honoréville	St. Johns & Iberville, Q	58 70	24 00		
Hope Bay	Bruce, N. R., O	50 90	24 00		
Hopefield	Renfrew, S. R., O	6 00	12 00		
Hopefield	Queen's East, P. E. I	20 88	12 00		
Hope River	Queen's West, P. E. I	18 79	16 00		
Hope Station	Yale & Cariboo, B. C	80 74	20 00	2 00	
Hopetown	Bonaventure, Q	67 18	28 00		12 00
Hopetown	Lanark, N. R., O	79 96	40 00	4 00	
Hopeville	Grey, E. R., O	180 30	60 00		
Hopewell	Albert, N. B	42 00	20 00		
Hopper	Albert, N. B	15 92	12 00		
Hornby	Halton, O	35 00	20 00		
Hornby Island	Vancouver, B. C	75 06	48 00		
Horncastle	Victoria, N. R., O	37 00	24 00		
Horn's Road	Cape Breton, N. S	17 92	12 00		
Horsefly	Yale & Cariboo, B. C	30 00	30 00		
Horse Hills	Alta	24 00	16 00		
Hotham	Muskoka & Parry Sd., O	22 00	12 00		
Hotspur	Peterborough, E. R., O	27 00	16 00		
Houghton	Norfolk, S. R., O	91 57	40 00		
Housey's Rapids	Ontario, N. R., O	68 12	36 00		
Howard Valley	Argenteuil, Q	34 96	16 00		
Howe Island	Frontenac, O	34 00	16 00		
†Howe Sound	Burrard, B. C	54 40	20 00		
Howlett	Middlesex, S. R., O	41 25	16 00		
Howser	Yale & Cariboo, B. C	79 04	28 00		
Hubley Settlement	Halifax, N. S	67 64	24 00		
Hubrey	Middlesex, S. R., O	86 00	40 00		
Hudson Heights	Vaudreuil, Q	362 80	130 00		
Hnestis Landing	Sunbury & Queen's, N. B	4 25	10 00		
Hulbert	Dundas, O	67 00	20 00		

**Opened 1-4-02. † Closed 1-5-02. ‡ Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hullcar	Yale & Cariboo....B.C	15 50	20 00	83	.....
Humber	York, W.R.....O	111 98	50 00	.....	.....
Humber Bay	York, W.R.....O	313 42	150 00	.....	.....
Hunka	.....Alta	†6 00	.....	.....	.....
Hunker	Yukon District..N.W.T.	105 50	*	.....	.....
Hun's Valley	Macdonald.....M	.....	35 00	.....	.....
Hunter's Home	Sunbury & Queen's...N.B	14 00	12 00	.....	.....
Hunter's Mountain	Victoria.....N.S	25 96	16 00	.....	.....
Hunter's Point	Pontiac .....Q	37 95	60 00	.....	.....
Hunter's River	Queen'sWest ..... P.E.I	251 44	100 00	60 00	.....
Hunterstown	Maskinongé.....Q	76 37	28 00	.....	.....
Huntingdon	New Westminster....B.C	121 25	40 00	.....	.....
Huntingfield	Huron, E.R.....O	15 00	20 00	.....	.....
Huntington	Cape Breton.....N.S	10 00	12 00	.....	.....
Huntingville	Sherbrooke .....Q	56 00	24 00	.....	.....
Huntley	Lanark, N.R.....O	102 86	44 00	.....	.....
Hunt's Point	Shelburne & Queen's..N.S	38 50	16 00	.....	.....
Hurdman's Bridge	Russell .....O	24 00	16 00	.....	.....
Hurdville	Muskoka & Parry Sd..O	41 00	20 00	.....	.....
Hurondale	Perth, S.R.....O	15 00	12 00	.....	.....
Husavick	Selkirk.....M	14 90	16 00	.....	.....
Hutchinson	Middlesex, N.R.....O	7 00	12 00	.....	.....
Hutchinson Settlement	Halifax.....N.S	5 50	12 00	.....	.....
Hutton House	Simcoe, E.R .....O	56 70	20 00	.....	.....
Huttonsville	Peel .....O	149 00	70 00	.....	.....
Hybla	Hastings, N.R.....O	45 00	20 00	.....	.....
‡Hyde Park	Lisgar.....M	5 00	1 00	.....	.....
Hyde Park Corner	Middlesex, E.R.....O	142 68	60 00	.....	.....
Hyder	Lisgar.....M	23 96	27 00	.....	.....
Hymers	Algoma.....O	145 91	44 00	.....	.....
Hyndford	Renfrew, S.R.....O	137 00	48 00	.....	.....
Hyndman	Grenville, S.R.....O	24 00	12 00	.....	.....
ICELANDIC RIVER	Selkirk.....M	143 68	95 00	6 00	.....
Ida	Durham, E.R.....O	81 84	40 00	.....	.....
Ida	Sunbury & Queen's...N.B	5 00	10 00	.....	.....
Ignace	Algoma.....O	279 44	110 00	.....	24 00
Ilfracombe	Muskoka & Parry Sd..O	38 08	24 00	.....	.....
Imlah	King's.....N.B	12 00	12 00	.....	.....
Inchby	Sunbury & Queen's...N.B	24 00	12 00	.....	.....
Indian Brook	Victoria .....N.S	30 23	12 00	.....	.....
Indian Ford	Macdonald.....M	54 14	30 00	.....	.....
Indian Harbour	Halifax.....N.S	73 74	36 00	.....	.....
Indian Harbour Lake	Guysboro. .....N.S	46 25	24 00	.....	.....
Indian Island	Charlotte.....N.B	27 96	16 00	.....	.....
Indian Lorette	Québec.....Q	200 77	84 00	20 00	.....
Indian Mountain	Westmoreland.....N.B	8 96	10 00	.....	.....
Indian Point	Lunenburg.....N.S	22 00	12 00	.....	.....
Indian River	Peterborough, E.R....O	9 00	16 00	.....	.....
Indian River	Prince East.....P.E.I	56 09	20 00	.....	.....
Indian Road	Hants.....N.S	21 96	12 00	.....	.....
Ingle	Addington.....O	21 81	20 00	.....	.....
Ingleside	Macdonald.....M	14 14	20 00	.....	.....
Inglis Falls	Grey, N.R.....O	46 00	24 00	.....	.....
Inglisville	Annapolis.....N.S.	21 00	16 00	.....	.....

*Salary, &c., entered in Auditor General's Report. †Closed 1-5-02. ‡Opened 1-6 02.
Late Head of Indian Harbour Lake.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ingoldsby	Victoria, N.R.—O	31 30	20 00		
‡Ingolf	Algoma—O	53 20	27 00		10 50
Ingomar	Shelburne & Queen's, N.S	60 96	§24 00		
Ingonish Centre	Victoria—N.S	17 08	12 00		
Ingonish Ferry	Victoria—N.S	11 92	12 00		
Ingram Docks	Halifax—N.S	23 50	83		
Ingram River	Halifax—N.S	171 79	36 00		
Inholmes	Muskoka & Parry Sd.—O	42 64	20 00		
Inistioge	Grey, E.R.—O	15 95	16 00		
Inlet	Labelle—Q	33 00	16 00		
Innisfil	Simcoe, S.R.—O	16 00	16 00		
Innisville	Lanark, S.R.—O	84 00	40 00		
Insinger	Assa. East	74 20	24 00		
Intervale	Westmoreland—N. B	15 15	12 00		
Inverhaugh	Wellington, C.R.—O	9 00	12 00		
Inverhuron	Bruce, W.R.—O	99 88	50 00		
Inverness	Prince West—P.E.I	20 87	12 00		
Inverness Asylum	Inverness—N.S	25 00	12 00		
Irena	Dundas—O	235 46	50 00	4 00	
Ireton	Yarmouth—N.S	13 00	12 00		
Iris	Queens' East—P.E.I	30 84	12 00		
Irish Cove	Cape Breton—N.S	78 75	36 00	2 00	
Irish Lake	Grey, S.R.—O	11 98	12 00		
Irishtown	Westmoreland—N.B	16 00	12 00	8 00	
*Irish Vale	Cape Breton—N.S	6 00	1 67		
Iron Bound Cove	Sunbury & Queen's, N.B	11 98	12 00		
Iron Bridge	Algoma—O	164 19	72 00	6 00	
Iron Hill	Brome—Q	108 33	50 00		
Iron Mines	Inverness—N.S	23 25	12 00		
Iron Ore	Pictou—N.S	13 00	12 00		
Iron Rock	Pictou—N.S	31 01	18 00		
Ironside	Wright—Q	99 84	40 00		
Irvine	Mégantic—Q	17 00	12 00		
Irvine	Assa. West	64 50	12 00		
Irvine's Landing	Burrard—B.C	21 20	16 00		
Irving Settlement	Albert—N.B	14 00	12 00		
Isafold	Selkirk—M	12 00	12 00		
Isherwood	Algoma—O	30 58	16 00		
Island Brook	Compton—Q	151 89	76 00	2 00	
Island East River	Pictou—N.S	23 50	12 00		
† Island F	Simcoe, E.R.—O	25 00	10 00		
Island River	Gloucester—N.B	39 68	16 00		
Islay	Victoria, N.R.—O	46 00	24 00		
Isle au Coudres	Charlevoix—Q	43 00	24 00	2 00	6 00
Isle aux Grues	Montmagny—Q	101 74	40 00		
Isle aux Noix	St. John & Iberville—Q	153 54	60 00		
Isle Bizard	Jacques Cartier—Q	54 22	20 00		
Isle des Chênes	Provencher—M	12 00	12 00		
Isle Dupas	Berthier—Q	66 00	32 00		
Isle Perrot	Vaudreuil—Q	35 00	16 00		
Isle Perrot, North	Vaudreuil—Q	30 00	20 00		
Islington	York, W.R.—O	187 00	64 00		
Italy Cross	Lunenburg—N.S	38 50	16 00	2 00	
Ivan	Middlesex, S.R.—O	113 90	40 00		
Ivera	Victoria—N.S.	10 00	12 00		
Ives	Richmond & Wolfe—Q	56 96	20 00		
Ivry	Témiscouata—Q	112 80	64 00		

‡Closed 1-4-02. Opened 1-6-02. §Including $1.50 arrears. †Summer office.
*Opened 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ivy	Simcoe, S.R. O	176 70	72 00		
Ivy Lea	Leeds, S.R. O	146 20	40 00		
JACKFISH LAKE	Sask	15 00	12 00		
Jackman	Yale & Cariboo B.C	7 55	20 00		
Jack's Lake	Simcoe, N.R. O	33 50	20 00		
Jackson	Cumberland N.S	35 98	16 00		
Jackson	Grey, N.R. O	148 08	40 00		
Jacksontown	Carleton N.B	16 00	16 00		
Jacksonville	Cape Breton N.S	33 20	26 00		
Jaffa	Elgin, E.R. O	21 97	16 00		
*Jaffray	Yale & Cariboo. B.C	128 24	15 00		
James River	Antigonishe N.S	6 00	12 00		
James River Station	Antigonishe N.S	75 63	30 00	29 33	
Jamesville	Victoria N.S	11 90	14 00		
Jamieson	Lanark, N.R. O	9 00	12 00		
Jamieson	Mégantic Q	25 00	16 00		
Janetville	Durham, E.R. O	170 49	60 00		
Janeville	Gloucester N.B	60 50	28 00		
Jardineville	Kent N.B	122 92	48 00		
Jarlsberg	Muskoka & Parry Sd. O	105 55	36 00		
Jarnac	Labelle Q	20 00	12 00		
Jarratt's Corners	Simcoe, E.R. O	139 10	48 00		
Jauvrins Harbour	Richmond N.S	12 00	12 00		
Jeanette's Creek	Kent O	123 00	60 00		
Jeddore Oyster Ponds	Halifax N.S	99 89	48 00	2 00	
Jefferson	York, W.R. O	53 86	20 00		
Jeffry	King's N.B	32 44	16 00		
Jellyby	Brockville O	29 00	20 00		
Jemseg	Sunbury & Queen's. N.B	101 92	40 00	5 00	
Jenkins	Sunbury & Queen's. N.B	*23 00	16 00		
Jericho	Lambton, E.R. O	19 49	16 00		
Jermyn	Peterborough, E.R. O	35 50	20 00		
Jérôme	Provencher M	10 00	12 00		
Jersey Cove	Gaspé Q	48 15	24 00		
Jersey Mills	Beauce Q	98 65	48 00	25 00	20 00
Jerseyville	Wentworth N. & Brant. O	299 82	120 00	4 00	
Jessopville	Grey, E.R. O	36 78	12 00		
Jewett's Mills	York N.B	12 00	12 00		
Jocelyn	Algoma O	27 00	12 00		
Jock Vale	Carleton O	31 25	20 00		
Joggin Bridge	Digby N.S	59 18	20 00		
Johnson	Grey, N.R. O	37 00	16 00		
Johnson's Croft	King's N.B	5 00	10 00		
Johnson's Mills	Westmoreland N.B	16 75	12 00		
Johnston	Sunbury & Queen's. N.B	6 00	12 00		
Johnston's Corners	Russell O	22 00	12 00		
Johnston's River	Queen's East P.E.I	13 00	12 00		
Johnstown	Richmond N.S	25 90	16 00		
Johnville	Compton Q	171 80	84 00		
Johnville	Carleton N.B	36 00	20 00		
Jolicure	Westmoreland N.B	111 00	50 00		
Jones Corner	King's N.B	11 92	12 00		
Jones Falls	Leeds, S.R. O	68 00	36 00		
Jordan Bay	Shelburne & Queen's. N.S	38 92	16 00		
Jordan Bay, East Side	Shelburne & Queen's. N.S	68 00	24 00		

*Opened 1-10.01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Jordan Branch	Shelburne & Queen's..N.S	7 50	12 00		
Jordan Ferry	Shelburne & Queen's..N.S	52 00	12 00		
Jordan Harbour	Lincoln & Niagara....O	93 50	50 00		
Jordan Station	Lincoln & Niagara....O	258 64	70 00	2 00	
Josephsburg	Waterloo, S.R.....O	22 00	12 00		
Josephsburg	.....Assa. West	79 77	32 00		
Joyceville	Frontenac.....O	22 88	20 00		
Joynt	Wright.....Q	19 00	16 00		
Jubilee	Victoria.....N.S	23 94	12 00		
Jubilee	King's.....N.B	78 65	24 00		
Juddhaven	Simcoe, E.R.....O	159 00	40 00		
†Judge	Nipissing.....O	33 20	18 00		
Judique	Inverness .....N.S	51 00	24 00	6 00	10 00
Jumping Pond	.....Alta	25 00	12 00		
Junetown	Leeds, S.R.....O	65 82	30 00		
Juniper Mount	Cape Breton .....N.S	11 20	12 00		
Jura	Lambton, E.R.....O	27 00	20 00		
Juvenile Settlement	Sunbury & Queen's..N.B	30 45	20 00		
*KAKABEKA	Algoma.....O	10 00	1 37		
Kalandar Station	Addington.....O	63 87	20 00		
Kaleida	Lisgar.....M	15 14	16 00		
Kamsack	.....Assa. East	14 20	20 00		
Kananaskis	.....Alta	40 00	30 00		9 00
Kaposvar	.....Assa. East	59 70	24 00	4 00	
Katepwe	.....Assa. East	55 01	24 00		
Katevale	Stanstead.....Q	83 00	28 00		
Katrine	Muskoka & Parry Sd ..O	76 26	50 00		
Kawenda	Macdonald.....M	317 08	60 00		
Kay Settlement	Westmoreland.....N.B	3 00	10 00		
Keats	Westmoreland.....N.B	12 00	16 00		
Kedron	King's.....N.B	5 00	12 00		
Keefers	Yale & Cariboo.....B.C	60 56	32 00		
Keelerville	Frontenac. .....O	15 00	12 00		
Keenansville	Cardwell .....O	105 33	45 00		
Kegaska	Chicoutimi & Saguen'y.Q		10 00		
Keirsteadville	King's.....N.B	15 00	16 00		
Keith	Compton.....Q	17 94	16 00		
Keith	King's .....N.B	8 50	10 00		
Keithley Creek	Yale & Cariboo.....B.C	55 20	24 00		
Keldon	Wellington, N.R.....O	76 94	30 00		
Kelloe Station	Marquette .....M	69 50	28 00		
Kells	Nipissing.....O	28 10	16 00		
Kelly's Cross	Prince East .....P.E.I	67 25	24 00		
Kelly's Cove	Yarmouth.....N.S	19 05	20 00		
Kelly's Mills	Mégantic.....Q	67 00	32 00		
Kelso	Huntingdon .....Q	130 00	50 00		
Kelso	Halton.....O	60 76	30 00		
Kelvin	Oxford, S.R. .....O	162 50	64 00		
Kelvin Grove	Prince East. ... P.E.I	11 50	12 00		
Kemble	Grey, N.R.....O	245 00	100 00	4 00	
Kennay	Brandon.....M	135 88	50 00		
Kempt	Shelburne & Queen's..N.S	130 98	68 00		
Kempt Road	Richmond.....N.S	24 00	14 00		10 00
Kempt Shore	Hants.....N.S	118 15	50 00		
Kempt Town	Colchester.....N.S	27 00	12 00		

* Opened, 12-5-'02. † Closed 31-3-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kendal	Durham, W.R.	O	215 94	80 00	
Kenilworth	Wellington, N.R.	O	171 10	70 00	2 00
Kenlis	Assa. East		284 58	120 00	
Kennaway	Peterborough, E.R.	O	20 00	12 00	
Kennebecasis Island	King's	N.B	13 75	12 00	
Kennell	Assa. West		38 00	30 00	
Kennetcook Corner	Hants	N.S	49 11	16 00	
Kennicott	Perth, N.R.	O	56 00	32 00	
Kennington Cove	Cape Breton	N.S	12 00	12 00	
Kénogami	Chicoutimi & Saguenay	Q	4 50	12 00	
Kensington	Huntingdon	Q	113 33	40 00	
Kent	Halifax	N.S	29 00	20 00	
Kent Junction	Kent	N.B	36 00	20 00	
Kentvale	Algoma	O	57 05	12 00	
Keohan	King's	N.B	11 00	16 00	
Kepler	Frontenac	O	31 00	16 00	
Keremeos	Yale & Cariboo	B.C	228 37	100 00	
Kerfoot	Macdonald	M	23 00	30 00	
Kerrowgare	Pictou	N.S	62 00	24 00	
Kerry	Albert	N.B	6 00	12 00	
Kersley	Yale & Cariboo	B.C	120 20	60 00	
Kertch	Lambton, W.R.	O	118 00	44 00	
Keswick Ridge	York	N.B	52 00	30 00	36 00
Ketch Harbour	Halifax	N.S	25 68	12 00	
Keward	Grey, N.R.	O	20 52	12 00	
Kewstoke	Inverness	N.S	13 90	12 00	
*Keyser	Middlesex, E.R.	O	75 00	10 00	
Keyes	Macdonald	M	268 85	108 00	
Khiva	Middlesex, N.R.	O	40 00	18 00	
Kilbain	Huntingdon	Q	35 00	18 00	
Kilbride	Halton	O	150 88	80 00	
Kildare	Joliette	Q	367 45	120 00	20 00
Kildare	Prince West	P.E.I	60 96	24 00	
Kildare Capes	Prince West	P.E.I	18 00	16 00	
Kildonan	Selkirk	M	5 00	20 00	
Kilfoil	Carleton	N.B	11 98	12 00	
Kilgorie	Simcoe, S.R.	O	11 00	12 00	
Kilkenny Lake	Cape Breton	N.S	3 00	12 00	
Killaloe	Renfrew, S.R.	O	101 42	84 00	1 17
Killam's Mills	Westmoreland	N.B	12 98	12 00	
Killarney	Nipissing	O	225 57	80 00	30 00	13 86
Killean	Wellington, S.R.	O	23 96	16 00	
Killowen	Argenteuil	Q	6 00	12 00	
Killowen	Carleton	N.B	23 40	12 00	
Killyleagh	Simcoe, S.R.	O	16 00	12 00	
Kilmanagh	Peel	O	12 00	12 00	
Kilmarnock	Lanark, S.R.	O	22 80	16 00	
Kilmartin	Middlesex, W.R.	O	15 00	12 00	
Kilmaurs	Carleton	O	32 88	28 00	
Kilworthy	Ontario, N.R.	O	107 82	56 00	
Kimball	Lambton, W.R.	O	33 00	20 00	
Kimberley	Megantic	Q	17 70	12 00	
Kimbo	Wentworth, S.R.	O	33 00	16 00	
Kimbrae	Assa. East		10 00	20 00	
Kincardine	Victoria	N.B	34 50	20 00	10 00
Kingarf	Bruce, W.R.	O	106 20	32 00	
Kingarth	York	N.B	17 40	12 00	
Kingsborough	King	P.E.I	39 98	16 00	
†Kingcome Inlet	Burrard	B.C	12 00	3 33	

* Re-opened 1-7-'01. † Opened 1-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
King Creek	York, NR. O	20 00	16 00		
Kinghurst	Grey, N.R. O	10 12	12 00		
Kinglake	Norfolk, S.R. O	87 01	28 00		
Kingross	Inverness. N.S	17 00	12 00		
Kingsbridge	Huron, W.R. O	130 00	48 00		
Kingsbury	Lunenburg. N.S	26 62	12 00		
Kingscote	Grey, E.R. O	22 00	16 00		
Kingscourt	Lambton, E.R. O	33 00	20 00		
Kingscroft	Stanstead Q	48 82	24 00		
Kingscroft	Sunbury & Queen's. N.B	23 00	12 00		
Kingsey	Drummond Q	86 99	44 00		
Kingsford	Hastings, E.R. O	65 00	42 00		
King's Head	Pictou N.S	18 46	12 00		
Kingsley	Lisgar M	24 98	20 00		
Kingsley	York N.B	6 00	12 00		
¶ Kingsmere	Wright Q	31 00	30 00		
Kingsmill	Elgin, E.R O	114 25	63 00	12 00	
Kingston	Queen's West. P.E.I	22 75	16 00		
Kingston Mills	Frontenac. O	26 00	18 00	6 00	
Kingston Station	Kingston. O	190 50	90 00		
Kingston Village	King's. N.S	93 00	32 00		
Kingsville	Inverness. N.S	22 96	12 00	4 00	
King's Wharf	Victoria, S.R. O	45 00	20 00		
Kinistino	Sask	90 58	36 00		
Kinkora	Perth, N.R. O	78 00	28 00		
Kinkora	Prince East. P.E.I	76 15	28 00	4 00	
Kinlock	Queen's East. P.E.I	21 48	12 00		
Kinloss	Bruce, W.R. O	97 60	40 00	16 00	
Kinlough	Bruce, W.R. O	101 62	50 00	4 00	
Kinosota	Macdonald. M	89 52	36 00	6 00	
Kinross	Queen's East. P.E.I	44 50	24 00	2 00	
Kinsale	Ontario, W R. O	119 84	50 00		
Kinsman's Corners	King's. N.S	163 13	40 00		
Kinsmore	Brandon M	24 98	12 00		
Kintail	Huron, W.R. O	179 17	90 00		
†Kintail	Inverness N.S	34 00	10 50		
Kintyre	Elgin, W.R. O	52 59	20 00		
Kipling	Nipissing O	23 00	16 00		
Kipiegun	Selkirk M	26 94	12 00		
Kippewa	Pontiac Q	152 06	90 00	30 00	
Kirby	Durham, W.R O	39 00	28 00		
Kirkdale	Drummond Q	220 48	60 00		
Kirkhill	Glengarry O	98 90	44 00		
Kirkhill	Cumberland N.S	24 00	12 00		
Kirkland	Carleton N.B	124 09	40 00		
Kirkmount	Pictou N.S	14 21	12 00		
Kirk's Ferry	Wright Q	50 90	16 00		
Kirkpatrick	Sask	12 00	16 00		
Kirkwall	Wentworth N. & Brant. O	73 75	40 00		
*Kirkwood	Inverness. N.S	4 00	2 00		1 00
Kiskisink	Portneuf Q	121 20	24 00		
Kissina	Assa. East	20 00	16 00		
Kitamaat	Burrard B.C	66 30	28 00		
Kitchener	Yale & Cariboo B.C	208 45	40 00		
Kleefeld	Provencher M	45 94	20 00		
Knapdale	Middlesex, W.R. O	15 80	12 00		
Knatchbull	Halton. O	27 36	16 00		
Knee Hill Valley	Alta	83 45	20 00		

* Closed 31-8-01. † Closed 1-2-02. ¶ Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Knightville	King's N.B	14 42	12 00		
Knowlesville	Carleton N.B	37 98	16 00	2 00	
Knowlton Landing	Brome Q	55 00	28 00		
Knoxford	Carleton N.B	65 65	24 00	2 00	
Knoydart	Pictou N.S	11 98	12 00		
Kohler	Haldimand & Monck O	102 00	48 00		
** Kokanee	Yale & Cariboo B.C	15 00	1 67		
Koksilah	Vancouver B.C	63 14	36 00		
Kola	Brandon M	25 00	25 00		
Kolapore	Grey, E. R O	107 94	48 00		
Kolbeck	Cumberland N.S	11 94	12 00		
Korah	Algoma O	14 00	12 00		
Kossuth	Waterloo, S.R. O	103 75	48 00		
Konchibonguac Beach	Kent N.B	16 19	12 00		
Kronau	Assa. West	20 39	12 00		
Kualt	Yale & Cariboo B.C	288 79	96 00		
Kuhryville	Perth, N.R. O	28 00	12 00		
Kuper Island	Vancouver B.C	90 60	40 00		
Kurtzville	Wellington, N.R O	65 96	32 00		
Kuskonook	Yale & Cariboo B.C	9 98	65 00		
Kutawa	Assa. West	101 76	48 00		
LA BALEINE	Charlevoix Q	14 50	12 00		6 00
† La Baie Shawenegan	Three R. & St. Maurice Q	111 67	4 17		
§ La Barre	Chicoutimi & Saguenay Q	11 00	1 67		
La Barrière	Berthier Q	51 98	12 00		
Laberge	Châteauguay Q	15 50	14 00		
La-Broquerie	Provencher M	125 41	56 00	14 00	
L'Acadie	St. John's & Iberville Q	89 50	25 00		
‡ Lac à Laurent	Chicoutimi & Saguenay Q	6 00	3 33		
La Carrière	Bagot Q	30 00	16 00		
Lac au Saumon	Rimouski Q	215 55	60 00		
Lac aux Sables	Portneuf Q	173 77	70 00		
Lac Bellemare	Three Riv. & St. Maurice Q	62 00	28 00		
* Lac Bouchette	Chicoutimi & Saguenay Q	143 20	60 00		1 50
Lac des Commissaires	Chicoutimi & Saguenay Q	6 00	3 33		
Lac Clair	Chicoutimi & Saguenay Q	11 20	12 00		
* Lac Charlebois	Terrebone, Q	36 00	10 00		
*Lac du Bonnet	Selkirk M	102 96	24 00		
Lachenaie	L'Assomption Q	46 00	24 00		
La Chevrotière	Portneuf Q	195 00	90 00	60 00	27 00
Lachine Rapids	Jacques-Cartier Q	18 50	24 00		
Lac la Biche	Alta	20 20	12 00		
‡Lac la Pêche	Champlain Q	45 00	28 00		
Lac Masson	Terrebonne Q	108 00	50 00	4 00	
Lac Mercier	Terrebone. Q	††5 00			
Lac Nantel	Terrebonne Q	37 00	44 00		
La Conception Station	Labelle Q	48 50	30 00		
Laconia	Lunenburg N.S	8 00	12 00		
Lac Rond	Labelle Q	23 20	12 00		
* Lac St. Joseph	Portneuf Q	73 20	30 00		
Lac Windigo	Labelle Q	8 00	10 00		
La Décharge	Chicoutimi & Saguenay Q	24 95	12 00		
La Descente de Femmes	Chicoutimi & Saguenay Q	††6 00			
Ladd's Mills	Stanstead Q	51 00	28 00		

*Summer Office opened 15-7-'01. †Opened 1-1-'02. ‡Opened 1-3-'02. Opened 1-3-'02. §Opened 1-5-'02.
* Late Dablon. ** Opened 1-6-'02. †† Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lady Bank	Grey, E.R.....O	16 46	12 00		
Ladysmith	Lambton, W.R.....O	25 00	12 00		
Lafontaine	Simcoe, E.R.....O	152 07	68 00		
Lagacé	Bonaventure.....Q	63 04	16 00	2 00	
††Laggan	Glengarry.....O	111 01	64 00		
Laggan	.....Alta	92 40	12 00		
La Guerre	Huntingdon.....Q	42 38	28 00		
La Have Island	Lunenburg.....N.S	75 84	28 00		
Laird	Algoma.....O	30 50	12 00		
Lake	Hastings, N.R.....O	13 00	12 00		
Lake Ainslie Chapel	Inverness.....N.S	6 00	12 00		
Lake Ainslie (W. Side.)	Inverness.....N.S	14 00	14 00		
Lake Ainslie (E. Side)	Inverness.....N.S	21 95	14 00		6 00
Lake Ainslie (S. Side)	Inverness.....N.S	19 00	16 00		6 00
Lake Annis	Yarmouth.....N.S	24 00	12 00		
Lake Aylmer	Richmond & Wolfe.....Q	71 87	48 00		
Lake Baker	Victoria.....N.B	10 78	12 00		
Lake Beauport	Quebec.....Q	23 62	18 00		
§Lake Bennet	Yukon.....N.W.T	40 00			
Lakeburn	Westmoreland.....N.B	12 00	12 00		
Lake Charles	Grey, N.R.....O	35 92	16 00		
Lake Clear	Renfrew, S.R.....O	22 00	16 00		
Lakedale	Guysborough.....N.S	12 96	12 00		
Lake Doré	Renfrew, N.R.....O	18 00	12 00		
Lake Edward	Portneuf.....Q	186 00	60 00		1 50
Lake Egmont	Halifax.....N.S	12 00	12 00		
Lake Etchemin	Dorchester.....Q	160 50	64 00	10 00	
Lakefield	Argenteuil.....Q	80 50	34 00		
Lake Frances	Selkirk.....M	35 78	20 00		
Lake George	York.....N.B	44 96	20 00		
Lake George	King's.....N.S	26 48	12 00		
Lake George	Yarmouth.....N.S	9 98	12 00		
Lakehurst	Peterborough, E.R.....O	76 92	36 00		
*Lake Killarney	Cumberland.....N.S	11 33	5 83		
Lakeland	Macdonald.....M	23 00	20 00		
Lakelands	Cumberland.....N.S	15 00	12 00		
Lake La Rose	Annapolis.....N.S	9 00	12 00		
Lakelet	Huron, E.R.....O	98 49	56 00		
Lake Munro	Annapolis.....N.S	11 94	12 00		
Lake Opinicon	Frontenac.....O	24 75	16 00		
Lake Paul	King's.....N.S	11 94	12 00		
‡Lake Pleasant	Annapolis.....N.S	10 00	2 50		
Lake Ramsay	Lunenburg.....N.S	14 96	12 00		
Lake Road	Albert.....N.B	5 00	12 00		
Lake Road	Colchester.....N.S	16 00	12 00		
Lake St Mary	Wright.....Q	56 94	24 00		
*Lakeside	Jacques Cartier.....Q	131 00	80		
Lakeside	Oxford, N.R.....O	222 00	93 00		
Lakeside	Yarmouth.....N.S	13 00	12 00		
Lake Stream	Kent.....N.B	9 00	12 00		
Laketon	Kent.....N.B	9 00	12 00		
Lake Uist	Richmond.....N.S	15 86	12 00		
Lakevale	Antigonishe.....N.S	19 66	25 00		
Lake Verd	Queen's East.....P.E.I	11 96	12 00		
Lakeview	King's.....N.S	7 48	10 00		
Lakeview	Argenteuil.....Q	20 96	20 00		
Lakeview	Simbury & Queen's.....N.B	11 98	12 00		
Lakeview	Elgin, E.R.....O	105 00	50 00		

* Opened 1-12-10. ‡ Opened 1-4-92. § Closed 1-11-01. †† Opened 1-1-02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lakeville	Carleton N.B	77 97	30 00		
Lakeville	King's N.S	261 85	90 00	2 00	
Lakeville	King's P.E.I	33 68	20 00		
Lakeville Corner	Sunbury & Queen's N.B	51 98	20 00		
Lake Weedon	Richmond & Wolfe Q	170 63	84 00		
Lake William	Mecantic Q	6 00			
Lakewood	St. John N.B	12 98	12 00		
Lalonde	Prescott O	9 00	12 00		
La Macaza	Labelle Q	30 00	16 00		
†L'Amable Station	Hasting's N.R O	69 00	5 00		
La Mare	Charlevoix Q	14 00	12 00		
L'Amaroux	York, E.R O	55 50	20 00		
Lamartine	L'Islet Q	219 64	80 00	4 00	
Lambton Station	Beauce Q	188 10	80 00		
Lameque	Gloucester N.B	139 13	44 00		
Lamlash	Grey, S.R O	44 00	20 00		
Lammermoor	Lanark, N.R O	23 98	12 00		
Lamon	Middlesex, N.R. O	14 14	12 00		
L'Amoureux	Alta		15 00		
Lancelot	Muskoka & Parry Sd. O	35 96	16 00		
Landestrew	Assa. East	11 10	8 33		
Landor	Colchester N.S	12 00	12 00		
Landreville	Beauharnois Q	20 00	12 00		
Landry	Gloucester N.B	11 96	12 00		
Lands End	King's N.B	14 96	12 00		
Lanes	Huron, W.R O	60 00	30 00		
Lanesville	Colchester N.S	7 25	12 00		
Lang	Peterborough, E.R. O	124 25	60 00	4 00	
Langbank	Bothwell O	81 92	36 00		
Langdon	Alta	73 91	36 00		9 00
Langenberg	Assa. East	254 29	64 00		
Langevin	Dorchester Q	145 70	44 00		
Langford	Wentworth N. & Brant O	48 93	24 00		
Langille's	Lunenburg N.S	66 98	20 00	4 00	
Langley Prairie	New Westminster B.C	120 00	64 00		
Langman	Simcoe, N.R O	27 92	16 00		
Langside	Bruce, W.R O	80 00	40 00		
Langstaff	York, E.R O	56 20	20 00		
Langvale	Lisgar M	24 00	24 00		
Lanoieville	Bagot Q	91 00	60 00		
Lanoraie Station	Joliette Q	11 70	12 00		
Lansdowne	Carleton N.B	38 98	12 00		
Lansdowne	Digby N.S	17 00	16 00		
Lansdowne Hotel	Prince East P.E.I	184 12	72 00	20 00	20 00
Lansdowne Station	Picton N.S	176 44	64 00	8 00	
L'Anse à Brillant	Gaspé Q	22 50	12 00		12 00
L'Anse à Giles	L'Islet Q	76 96	56 00		
L'Anse à la Barbe	Bonaventure Q	63 48	20 00		6 00
L'Anse à la Cabane	Gaspe Q	30 00	20 00		
L'Anse à la Louise	Gaspe Q	120 16	40 00		
L'Anse à Beaufils	Gaspé Q	105 25	50 00		
L'Anse au Foin	Chicoutimi & Saguenay Q	76 00	40 00	0 67	
L'Anse à Valleau	Gaspé Q	15 64	16 00		
L'Anse St. Jean	Chicoutimi & Saguenay Q	103 08	32 00		
Lansing	York, W. R O	86 68	36 00		
Lantz	Lunenburg N.S	40 98	16 00		
La Petite Rivière St. François	Charlevoix Q	74 44	30 00		
La Plaine	Terrebonne Q	84 50	36 00		

† Opened 1-1-02. Credit for new office not yet opened. *Re-opened 1-9-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
La Présentation	St. Hyacinthe, Q	105 00	60 00		
Lapland	Lunenburg, N.S	12 00	12 00		
L'Archevêque	Richmond, N.S	22 00	12 00		
Lardo	Yale & Cariboo, B.C	233 56	44 00		
L'Ardoise	Richmond, N.S	148 04	52 00		
Larkin	Hastings, E.R., O	9 00	12 00		
Laroche	Brome, Q	15 00	16 00		
Larochelle	Megantic, Q	17 00	12 00		
Larochelle	Provencher, M	45 20	24 00		
Larose-Station	Argenteuil, Q	105 00	40 00	12 00	
Larry's-River	Guysboro', N.S	98 50	50 00		
L'Artifice	Châteauguay, Q	34 00	16 00		
La Salette	Norfolk, N.R., O	133 05	60 00		
La Salle	Selkirk, M	142 25	66 00	8 00	
Lascelles	Wright, Q	56 96	28 00		
L'Ascension	Montcalm, Q	48 00	16 00		
Laskay	York, N.R., O	219 06	96 00		
Lasswade	Peterborough, E.R., O	32 95	20 00		
Last Chance	Yukon, N.W.T	10 00	‖		
Laterrière	Chicoutimi, Q	38 00	30 00		
Latimer	Frontenac, O	28 46	20 00		
Lattie's Brook	Hants, N.S	34 50	20 00		
La Tuque	Champlain, Q	5 00	12 00	2 00	
Launching Place	King's, P.E.I	18 00	12 00		
Laurel	Argenteuil, Q	18 96	12 00		
Laurier	Huron, W.R., O	70 94	28 00		
Laurier	Lotbinière, Q	117 23	30 00		
Lauvina	Sunbury & Queen's, N.B	12 00	12 00		
Laval	Montmorency, Q	22 48	12 00		
Lavalrie	L'Assomption, Q	145 50	50 00		
Lavant	Lanark, N.R., O	14 98	12 00		
Lavant Station	Lanark, N.R., O	137 15	72 00	6 00	
Lavender	Simcoe, S.R., O	56 84	32 00		
La Vernière	Gaspé, Q	15 00	12 00		
La Visitation	Yamaska, Q	65 00	20 00		
Lawfield	Sunbury & Queen's, N.B	11 48	10 00		
Lawrence Mills	Muskoka & Parry Sd., O	11 96	12 00		
Lawrence Station	Charlotte, N.B	74 98	28 00		
Lawrence Station	Elgin, W.R., O	151 00	60 00		
Lawrencetown	Halifax, N.S	42 86	16 00		
Lawrenceville	Shefford, Q	326 41	140 00	8 00	
Lawson	Sunbury & Queen's, N.B	19 00	12 00		
Lawson	Simcoe, E.R., O	23 00	16 00		
Layton	Ontario, N.R., O	77 32	30 00		
Leadbury	Huron, S.R., O	120 42	50 00		
Leadville	Brome, Q	15 00	12 00		
Leafield	Peterborough, E.R., O	21 16	20 00	2 00	
Leamington	Cumberland, N.S	36 00	16 00		
Learned Plain	Compton, Q	54 65	20 00	2 00	
Leaside Junction	York, E.R., O	22 76	16 00		
Leaskdale	Ontario, N.R., O	55 80	32 00		
Leavitt	Alta	32 50	12 00		
Lebanon	Wellington, C.R., O	31 93	16 00		
Leblanc	Westmoreland, N.B	28 48	12 00		
†Le Blancville	Westmoreland, N.B	6 67	4 17		
*Le Bouthillier	Gloucester, N.B	72 48	7 50		
Le Bras	Beauce, Q	66 94	36 00		

* Opened 1-10-'01. † Opened 1-2-'02. ‖ Sal. &c. entered in Auditor General's report.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Lebret	Assa. East	178 80	108 00		
Leclair	Pontiac, Q	25 98	12 00		
Leclercville	Lotbinière, Q	131 95	64 00		
Ledge	Charlotte, N.B	35 50	24 00		
Lee Avenue	York, E.R., O	§	67 50		
Leeburn	Algoma, O	16 94	12 00		
Leesboro'	Middlesex, E.R., O	64 50	20 00		
Lefaive's Corners	Simcoe, E.R., O	18 40	12 00		
Legal	Alta	11 00	12 00		
Leger Brook	Westmoreland, N.B	15 94	12 00		
Legere	Northumberland, N.B	21 00	12 00		
Legere Corner	Westmoreland, N.B	80 00	36 00		
Légerville	Kent, N.B	14 94	12 00		
Leg Lake	Simcoe, E.R., O	34 00	20 00		
Leinster	Lennox, O	10 00	12 00		
Leitche's Creek	Cape Breton, N.S	16 00	12 00	2 00	
Leith	Grey, N.R., O	110 40	50 00		
Leitrim	Russell, O	31 00	16 00		
Leland	Addington, O	5 00	12 00		
Lemesurier	Mégantic, Q	66 38	26 00		
Lemieux	Prescott, O	74 95	20 00		
Lemonville	Ontario, W.R., O	109 50	40 00		
Lena	Lisgar, M	26 64	12 00		
Lennox	Brandon, M	19 88	20 00		
Lennox Ferry	Richmond, N.S	30 40	20 00	10 00	
Lenore	Brandon, M	19 18	16 00		
Leonard	Russell, O	72 59	16 00		
Leonardville	Charlotte, N.B	89 96	40 00		
Leopold	Argenteuil, Q	38 96	16 00		
Leoville	Prince West, P.E.I	25 00	12 00		
Lequille	Annapolis, N.S	110 00	80 00		
Leroy	Cumberland, N.S	11 68	12 00		
Lerwick	Victoria, N.B	13 50	12 00		
Les Dalles	Montcalm, Q	15 98	12 00		
Les Ecurenils	Portneuf, Q	119 90	50 00		
Les Escoumains	Chicoutimi & Saguenay, Q	197 88	48 00		16 00
Les Fonds	Lotbinière, Q	84 94	32 00		
Les Grandes Bergeronnes	Chicoutimi & Saguenay, Q	53 81	20 00		
Les Grands Déserts	Québec, Q	15 70	10 00		
Leskard	Durham, W.R., O	99 80	48 00	2 00	
Les Petites Bergeronnes	Chicoutimi & Saguenay, Q	15 00	12 00		
Lessard	Beauce, Q	56 00	24 00		
Les Saules	Quebec, Q	35 12	20 00		
L'Etang	Charlotte, N.B	106 86	40 00		
L'Etete	Charlotte, N.B	72 06	28 00		
Letterkenny	Renfrew, S.R., O	8 10	12 00		
Lever	Charlotte, N.B	18 48	10 00		
Levesqueville	Nipissing, O	12 86	12 00		
Lewis Bay	Cape Breton, N.S	9 00	12 00		
Lewisham	Ontario, N.R., O	58 72	20 00		
Lewis Head	Shelburne & Queen's, N.S	31 43	20 00		
Lewis Mills	Hants, N.S	15 16	12 00		
Lewis Mountain	Westmoreland, N.B	13 00	12 00		
Lewis Mountain	Inverness, N.S	11 98	12 00		
Lewiston	Halifax, N.S	243 62	80 00		
Lewisville	Alta	84 40	24 00		
Lewisville	Westmoreland, N.B	332 50	50 00	2 00	
Lexington	Inverness, N.S	6 00	12 00		

§ Revenue included in revenue of Toronto office.

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APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Libbytown	Stanstead, Q	20 00	20 00		
Lidford	Marquette, M	13 00	12 00		
Lidstone	Marquette, M	18 50	10 00		
Lifford	Durham, E.R., O	60 48	30 00		
†Lillie's Mill	Addington, O	34 50	12 00		
Lillyfield	Selkirk, M	15 92	12 00		
Lily	Cumberland, N.S	18 92	12 00		
Lily Bay	Selkirk, M	19 54	12 00		
Lily Lake	King's, N.B	25 00	16 00		
Lily Lake	Algoma, O	5 20	12 00		
Lily Oak	Grey, N.R., O	21 94	16 00		
Lily Plain	Sask	12 94	12 00		
*Lily Vale	Colchester, N.S	6 00	1 67		
Lime Bank	Russell, O	7 00	16 00		
Lime Hill	King, N.B	11 96	12 00		
Lime Hill	Inverness, N.S	18 00	12 00		12 00
Limehouse	Halton, O	100 88	50 00		
†Limekiln	York, N.B	14 00	7 00		
Lime Lake	Hastings, E.R., O	30 00	16 00		
Lime Rock	Pictou, N.S	15 00	12 00		
Limestone	Lanark, N.R., O	16 00	12 00		
‡L'Immaculée Conception	Bonaventure, Q	8 00	1 67		
Lincoln	Sunbury & Queen's, N.B	18 00	12 00		
Lincoln	Queen's West, P.E.I	9 00	12 00		
Linda	Compton, Q	16 42	14 00		
Linden	Cumberland, N.S	84 59	50 00		
Linden Valley	Victoria, S.R., O	115 03	40 00		
Lindenwood	Grey, N.R., O	11 97	12 00		
Lindsay	Carleton, N.B	17 60	12 00		
Lineboro'	Stanstead, Q	22 50	27 00		
Lineham	Alta	43 76	20 00		
Lingan	Cape Breton, N.S	93 85	36 00		
Lingan Road	Cape Breton, N.S	19 96	12 00		
Linkletter	Prince East, P.E.I	42 00	24 00		
Linton	York, N.R., O	38 51	16 00		
Linton's	Sunbury & Queen's, N.B	23 95	12 00		
Lintrathen	Lisgar, M	43 84	20 00		
Linwood	Antigonishe, N.S	50 48	30 00		
Lippentott	Brandon, M	13 00	20 00		
Lisbon	Oxford, N.R., O	22 00	16 00		
Lisburn	Bruce, W.R., O	18 70	12 00	3 00	
Liscombe	Guysborough, N.S	191 83	70 00	2 00	
Liscombe Mills	Guysborough, N.S	139 35	50 00	2 00	
Lisgar	Peel, O	44 50	20 00		
Lisgar Station	Drummond, Q	163 20	48 00		
L'Islet Station	L'Islet, Q	116 98	56 00		
Lismore	Pictou, N.S	31 49	16 00		
Lisson	King's, N.B	11 00	12 00		
* Little Aldouane	Kent, N.B	19 25	9 17		
Little Bartibog	Northumberland, N.B	4 00	10 00		
Little Bass River	Colchester, N.S	92 96	36 00	2 00	
Little Beach	St. John, N.B	13 00	12 00		
Little Branch	Northumberland, N.B	26 96	16 00		
Little Bras d'Or (S. Side)	Cape Breton, N.S	12 60	12 00		
Little Brook	Digby, N.S	114 34	50 00		
Little Brook Station	Digby, N.S	56 00	24 00	12 00	
Little Cape	Westmoreland, N.B	18 98	12 00		
Little Dover	Guysborough, N.S	12 00	12 00		

*Opened 1-5-'02. †Closed 22 3-'02. ‡Opened 1-5-02. † Re-opened 1-12-01. * Opened 1-8-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Little Forks	Cumberland, N.S	41 20	32 00		
Little Forks	Kent, N.B	7 50	10 00		
Little Harbour	King's, P.E.I	10 20	12 00		
Little Harbour	Pictou, N.S	50 46	33 00	2 00	
Little Judique	Inverness, N.S	26 00	20 00	2 00	10 00
Little Judique Ponds	Inverness, N.S	2 00	10 00		
Little Lake	Sunbury & Queen's, N.B	12 00	12 00		
Little Lepreaux	Charlotte, N.B	31 00	12 00		
Little Lorraine	Cape Breton, N.S	12 00	12 00		
Little Mabou	Inverness, N.S	6 50	12 00		
Little Métis Station	Rimouski, Q	123 94	64 00		12 00
Little Musquash	St. John, N.B	3 00	12 00		
Little Narrows	Victoria, N.S	21 00	12 00		
Little Pabos	Gaspé, Q	70 00	40 00		11 00
Little Pierre Jacques	Prince West, P.E.I	20 03	14 00		
Little Pond	Cape Breton, N.S		12 00		
Little Pond	King's, P.E.I	13 20	12 00		
Little Port L'Hébert	Shelburne & Queen's, N.S	8 00	12 00	2 00	
Little Rapids	Algoma, O	123 22	64 00		
Little Rideau	Prescott, O	54 00	30 00		
Little Ridge	Albert, N.B	17 00	12 00		
Little Ridgeton	Charlotte, N.B	16 00	12 00		
Little River, Cheticamp	Inverness, N.S	14 96	12 00		
Little River (Coverdale)	Albert, N.B	24 96	12 00		
Little River, East	Gaspé, Q	64 00	28 00		10 00
Little River, West	Gaspé, Q	62 14	28 00		11 00
Little River	Sunbury & Queen's, N.B	36 88	12 00		
Little River	Cumberland, N.S	30 92	16 00		
Little River	Digby, N.S	97 98	30 00		
* Little River Harbour	Yarmouth, N.S	9 00	5 00		
Little Rocher	Albert, N.B	35 02	24 00		
Little Sands	Queen's East, P.E.I	42 25	20 00		
Little Shemogue	Westmoreland, N.B	48 00	20 00		
Little Shippigan	Gloucester, N.B	11 16	12 00		
Little Tignish	Prince West, P.E.I	11 98	12 00		
Littlewood	Middlesex, S.R, O	54 00	21 00		
Little York	Queen's East, P.E.I	45 75	16 00	10 00	
Living Spring	Wellington, C.R, O	30 00	16 00		
Livingstone	Alta	78 00	40 00		
Livingstone Cove	Antigonishe, N.S	18 50	12 00	2 00	
Livingstone Creek	Algoma, O	78 20	30 06		
Lloyd	Lanark, N.R, O	8 98	12 00		
Lobo	Middlesex, S.R, O	142 00	90 00		
Lochaber Bay	Labelle, Q	46 00	30 00		
Lochaber Mines	Halifax, N.S	34 50	16 00		
Lochalsh	Huron, W.R, O	162 75	60 00		
Loch Ban	Inverness, N.S	10 00	12 00		
Loch Broom	Pictou, N.S	22 86	12 00		
Lochiel	Glengarry, O	95 88	60 00		
Loch Katrine	Antigonishe, N.S	30 55	24 00		
Lochlin	Victoria, N.R, O	165 75	56 00		
Loch Lomond	Richmond, N.S	62 14	36 00		
Loch Lomond West	Richmond, N.S	15 00	12 00		
Loch Monar	Selkirk, M	34 27	20 00	4 00	
Lochside	Richmond, N.S	35 98	24 00		
Loch Winnoch	Renfrew, S.R, O	10 00	27 00		
Locke Road	Prince East, P.E.I	12 00	12 00		
Lockhartville	King's, N.S	101 00	56 00		

* Opened 1-1-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c	$ c.
«Lockport	Selkirk M	117 13	60 00	3 00	....
Locksley	Renfrew, N.R O	27 00	20 00	.....	.....
Locksley Station	Renfrew, N.R O	23 67	16 00	.....	.....
Lockwood	Selkirk M	15 00	12 00	.....	.....
Lockton	Cardwell O	42 44	30 00	.....	.....
Locust Hill	York, E.R O	101 00	50 00	.....	.....
Lodi	Cornwall & Stormont O	38 18	24 00	.....	.....
Lodore	Lanark, N.R O	9 20	10 00	.....	.....
Logan	Alta	15 20	12 00	4 00	.....
Logan's Tannery	Pictou N.S	219 54	96 00	.....	.....
Loganville	Pictou N.S	39 98	16 00	.....	6 00
Logberg	Assa. East	30 00	20 00	.....	.....
Log Cabin	Burrard B.C	80 10	§	.....	.....
Logierait	Lambton, W.R O	13 00	16 00	.....	.....
Logoch	Marquette M	42 46	27 00	.....	.....
Lombardy	Leeds, N.R O	192 00	85 00	.....	.....
Londonderry	King's N.B	7 00	12 00	.....	.....
Londonderry Station	Colchester N.S	117 42	60 00	.....	.....
Lone Tree	Marquette M	34 96	20 00	.....	.....
Long Bay	Algoma O	48 94	16 00	2 00	.....
†Long Branch	York, W.R O	49 00	20 00	.....	.....
Longburn	Macdonald M	29 10	20 00	.....	.....
Long Creek	Queen's West P.E.I	23 50	12 00	.....	.....
Long Creek	Sunbury & Queen's N.B	27 92	12 00	.....	.....
Long Island	King's N.S	18 00	12 00	.....	.....
Long Island Main	Cape Breton N.S	10 98	12 00	.....	.....
Long Lake	Addington O	34 98	20 00	.....	.....
Longlaketon	Assa. West	29 16	28 00	.....	.....
Long Point	Inverness N.S	55 22	26 00	4 00	10 00
Long Point	King's N.B	21 94	12 00	.....	.....
Long Point	Leeds, S.R O	57 00	20 00	.....	.....
Long Point of Mingan	Chicoutimi & Saguenay Q	38 96	16 00	.....	.....
Long Reach	King's N.B	44 28	20 00	.....	.....
Long River	Queen's West P.E.I	65 86	24 00	.....	.....
Long's Cove	King's N.B	13 00	12 00	.....	.....
Long Settlement	Carleton N.B	12 98	12 00	.....	.....
Longtinville	Russell O	71 00	50 00	.....	.....
Longwood	Middlesex, S.R O	68 50	40 00	.....	.....
Lonsdale	Hastings, E.R O	147 80	60 00	.....	.....
Lonsdale	King's N.B	4 50	12 00	.....	.....
Loon Creek	Assa. West	38 00	12 00	.....	.....
Loon Lake	Peterboro, E.R O	13 44	12 00	.....	.....
Loree	Grey, E.R O	27 00	16 00	.....	.....
Loretto	Cardwell O	140 00	56 00	4 00	.....
Loretto	Provencher M	100 37	50 00	.....	.....
Lorimer Lake	Muskoka & Parry Sd O	20 26	12 00	.....	.....
Lorlie	Assa. East	120 41	48 00	.....	.....
Lorne	Restigouche N.B	11 00	12 00	.....	.....
Lorne	Bruce, W.R O	18 03	18 00	.....	.....
Lorne	Pictou N.S	36 50	20 00	.....	.....
†Lorne House	Charlevoix Q	30 00	50 00	.....	.....
Lorne Park	Peel O	79 05	30 00	.....	.....
*Lornevale	Colchester N.S	19 34	5 34	.....	.....
Lorne Valley	King's P.E.I	8 00	12 00	.....	.....
Lorneville	Victoria, N.R O	220 00	90 00	.....	.....
Lorneville	Cumberland N.S	41 98	12 00	.....	.....
‡Lorneville	St. John N.B	79 96	36 00	.....	.....

« Late St. Andrews North
* Closed 30-7-01, re-opened 1-3-02.
§ Salary, &c., entered in Auditor General's Report.
‡ Late Pisarinco.
† Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lorrainville	Pontiac Q	77 85	24 00		
Lost River	Argenteuil Q	100 20	56 00	4 00	
Lot 1	Prince West P.E.I	12 96	12 00		
" 4	Prince West P.E.I	166 12	52 00	12 00	7 00
" 6	Prince West P.E.I	56 00	24 00		
" 8	Prince West P.E.I	42 50	16 00		
" 10	Prince West P.E.I	20 00	16 00		
" 11	Prince West P.E.I	27 17	20 00		
" 12	Prince West P.E.I	218 79	90 00		
" 14	Prince West P.E.I	21 00	16 00		
" 16	Prince West P.E.I	31 50	16 00		
" 30	Prince East P.E.I	14 00	12 00		
" 35	Queen's East P.E.I	10 00	12 00		
" 48	Queen's East P.E.I	10 00	12 00		
" 56	King's P.E.I	136 86	52 00	6 00	
" 67	Prince East P.E.I	20 02	16 00		
Lothair	Brandon M	100 09	40 00		
Lotus	Durham, E.R. O	123 10	52 00		
Lonisa	Argenteuil Q	17 00	12 00		
Louis Creek	Yale & Cariboo B.C	15 00	20 00		
Louise	Grey, S.R. O	78 90	30 00		
Lonisville	Bothwell O	85 00	24 00		
Lonisville	Pictou N.S	80 00	12 00		
Lourdes	Mégantic Q	165 57	50 00		
Lourdes	Pictou N.S	43 87	44 00		
Lourdes du Blanc Sablon	Chicoutimi & Saguenay Q	12 98	12 00		
Lovat	Bruce, W.R. O	36 00	20 00		
Lovat	Pictou N.S	15 00	12 00		
Lovering	Simcoe, E.R. O	70 97	32 00		
Lovett	Northumberland, E.R O	35 50	20 00		
Lowbanks	Haldimand & Monck O	164 62	60 00		
Lowe Farm	Provencher M	269 84	*134 00		
Lowell	Albert N.B	4 25	12 00		
Lower Abongoggin	Westmoreland N.B	15 00	12 00		
Lower Barney's River	Pictou N.S	61 00	30 00		
Lower Blomidon	King's N.S	27 44	12 00		
Lower Branch	Lunenburg N.S	11 00	12 00		
Lower Brighton	Carleton N.B	40 98	20 00		
Lower Burlington	Hants N.S	54 00	16 00		
Lower Caledonia	Guysborough N.S	38 00	18 00		10 00
Lower Cambridge	Sunbury & Queen's N.B	23 25	12 00		
Lower Canard	King's N.S	103 36	36 00		
Lower Cape	Albert N.B	36 00	14 00		
Lower Caraquet	Gloucester N.B	15 60	12 00		
Lower Caverhill	York N.B	16 50	12 00		
Lower Church Street	King's N.S	37 00	12 00		
Lower Cove	Cumberland N.S	51 20	20 00		
Lower Coverdale	Albert N.B	16 00	12 00		
Lower Derby	Northumberland N.B	29 98	12 00		
Lower Dumfries	York N.B	18 96	12 00		
Lower East Chezzetcook	Halifax N.S	20 88	12 00		
Lower Economy	Colchester N.S	95 96	44 00		10 00
Lower Eel Brook	Yarmouth N.S	11 50	12 00		
Lower Five Islands	Colchester N.S	66 18	44 00	3 00	12 00
Lower Fort Garry	Selkirk M	115 99	50 00	2 00	
Lower Foster Settlement	Lunenburg N.S	42 00	12 00	2 00	
Lower Freetown	Prince East P.E.I	55 00	30 00		
Lower French Village	York N.B	21 00	12 00		

* Including $50.00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lower Gagetown	Sunbury & Queen's..N.B	27 00	20 00		
Lower Granville	Annapolis.....N.S	179 92	60 00		
Lower Greenfield	Carleton .....N.B	16 38	12 00		
Lower Hayneville	York .....N.B	23 00	12 00		
*Lower Hillsdale	Inverness.....N.S	12 00	11 00		
Lower Ireland	Mégantic .....Q	77 00	32 00		
*Lower Jordan Bay	Shelburne & Queen's..N.S	42 00	22 00		
Lower La Have	Lunenburg.....N.S	32 00	15 00		
Lower Line, Queensbury	York .....N.B	13 00	12 00		
Lower Maccan	Cumberland.....N.S	15 50	12 00		
Lower Meagher's Grant	Halifax .....N.S	30 25	16 00		
‡Lower Middle River	Victoria .....N.S	9 00	12 00		
Lower Millstream	King's.....N.B	93 00	32 00	4 00	
Lower Montague	King's ..... P.E.I	30 50	16 00		
Lower Mount Thom	Pictou.....N.S	12 00	12 00		
Lower Nappan	Northumberland ....N.B	34 60	18 00		
**Lower Neguac	Northumberland... N.B	108 00	48 00		
Lower Newcastle	Northumberland ....N.B	47 00	24 00		
Lower Nicola	Yale & Cariboo.....B.C	126 61	40 00		
Lower Northfield	Lunenburg.....N.S	8 50	10 00		
Lower Ohio	Shelburne & Queen's N.S	33 00	16 00		
Lower Onslow	Colchester.....N.S	80 00	30 00		
Lower Poquiock	York.....N.B	18 96	12 00		
Lower Prince-William	York.....N.B	58 94	36 00		
Lower Prospect	Halifax.....N.S	4 00	12 00		6 00
Lower Queensbury	York.....N.B	17 85	12 00		
Lower Ridge	King's.....N.B	12 00	12 00		
Lower River-Hebert	Cumberland.....N.S	11 98	12 00		
Lower River-Inhabitants	Richmond.....N.S	85 34	16 00		
Lower Rollo-Bay	King's ..... P.E.I	16 00	12 00		
Lower Sackville	Halifax.....N.S	33 38	20 00		
Lower Salmon-Creek	Sunbury & Queen's..N.B	29 10	12 00		
Lower Sandy-Point	Shelburne & Queen's..N.S	41 09	16 00		
Lower Selmah	Hants.....N.S	88 43	40 00		
Lower Shag-Harbour	Shelburne & Queen's..N.S	37 52	16 00		
§Lower Shinimecas	Cumberland.....N.S	16 00	3 33		
Lower Ship-Harbour	Halifax.....N.S	35 36	20 00		
Lower Ship-Harbour, East	Halifax.....N.S	16 80	12 00		
Lower Southampton	York.....N.B	36 50	36 00	4 00	
*a*Lower South-River	Antigonishe.....N.S	43 36	12 00	2 00	
Lower St.-Mary's	York.....N.B	8 17	12 00		
Lower Turtle-Creek	Albert.....N.B	3 00	12 00		
Lower Wakefield	Carleton.....N.B	10 50	12 00	0 50	
Lower Washabuck	Victoria.....N.S	15 00	12 00		
Lower Wentworth	Cumberland.....N.S	46 48	18 00		
Lower West-Jeddore	Halifax .....N.S	25 67	12 00		
Lower West-Pubnico	Yarmouth.....N.S	25 18	16 00		
Lower West-River	Antigonishe.....N.S	11 00	12 00		
Lower Whitehaven	Guysborough.....N.S	83 00	36 00		
Lower Windsor	Carleton.....N.B	19 50	12 00		
Lower Woodstock	Carleton .....N.B	102 96	36 00		
†Lowlands	Lambton, E.R.....O	...	3 00		
Low Point	Inverness..... N.S	40 55	20 00		10 00
Lowville	Halton.....O	122 86	60 00		
Loyal	Huron, W.R.....O	74 50	24 00		
Lozier Settlement	Gloucester.....N.B	30 00	12 00		
Lucas	Marquette .....M	20 92	16 00		

* Re-opened 1-8-01. ‡ Late Lower Settlement Middle River. ** Late Upper Neguac. § Opened 1-3-02.
† Closed 1-10 01. Including $2.00 special salary. *a* Late Lower Settlement, South River.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lucasville	Lambton, W.R. O	33 17	20 00		
a Lucasville	Halifax N.S	20 03	6 44		
Lucerne	Wright Q	18 17	12 00		
Lucille	Cardwell O	31 20	16 00		
Ludlow	Northumberland N.B	67 70	28 00		
Lulu Island	New Westminster B.C	59 73	44 00		
Lumby	Yale & Cariboo B.C	80 11	32 00	4 00	
Lumley	Perth, S.R. O	27 92	16 00		
Lumsden's Mills	Pontiac Q	265 12	76 00		
Lund	Burrard B.C	47 23	20 00		
Lundar	Selkirk M	28 20	12 00		
Lurgan	Bruce, W.R. O	27 00	16 00		
Luskville	Wright Q	80 66	40 00		
Lutes Mountain	Westmoreland N.B	24 00	12 00		
Luton	Elgin, E.R. O	61 00	20 00		
Lyleton	Brandon M	154 05	70 00		
Lynch's Corner	King's N.B	12 00	12 00		
Lyndale	King's P.E.I	6 00	12 00		
Lyndon	Alta	102 10	60 00		
Lynn	Colchester N.S	14 00	12 00		
Lynnfield	Charlotte N.B	37 15	20 00		
Lynn Valley	Norfolk, S.R. O	120 00	48 00		
Lynnville	Norfolk, N.R. O	67 17	24 00		
Lyons	Middlesex, E.R. O	131 87	60 00		
Lyonshall	Lisgar M	53 00	30 00		
Lysander	Mégantic Q	41 75	24 00		
Lyttleton	Northumberland N.B	10 00	12 00		
McADAMS-LAKE	Cape Breton N.S	11 90	12 00		
§McAlpine	Prescott O	46 70	4 17		
McArras Brook	Antigonishe N.S	22 02	12 00		
McArthur's Mills	Hastings, N.R. O	78 86	24 00		
McAulay's	Victoria N.S	6 94	12 00	2 00	
McCallum's Settlement	Colchester N.S	9 00	12 00		
McCormack	Inverness N.S	28 00	12 00		
McCormick	Glengarry O	34 05	20 00		
McCready	Middlesex, W.R. O	29 00	16 00		
*McCreary	Lanark, N.R. O	64 00	16 00		
McCreary	Macdonald M	211 81	84 00		
McCrimmon	Glengarry O	106 96	44 00		
McCuddy	Yale & Cariboo B.C	10 00			
McDonald's Corner	Sunbury & Queen's N.B	50 92	24 00		
McDonald Hills	Assa. East	46 24	16 00		
McDonald's Point	Sunbury & Queen's N.B	43 92	20 00		
McDougall	Renfrew, S.R. O	28 85	24 00		
**McDougall's	Westmoreland N.B	61 94	20 00		
McGarry	Lanark, S.R. O	35 00	20 00		
McGrath Mountain	Pictou N.S	2 00	12 00		
McGregor	Essex, S.R. O	149 40	60 00		
McGuigan	Yale & Cariboo B.C	110 41	50 00		
McInnes	Middlesex, N.R. O	57 91	20 00		
McIntyre	Grey, E.R. O	83 13	54 00	2 00	
McIntyre's Lake	Richmond N.S	22 97	16 00	2 00	
McIntyre's Mountain	Inverness N.S	7 00	12 00		
McIver	Bruce, N.R. O	16 00	12 00		

a Opened 8-11-01. * Opened 1-7-01. Closed 1-10-01. § Opened 1-2-02. ** Late McDougall Settlement.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
‡McKay's Corner	Cape Breton N.S	170 59	8 75		
McKee's Mills	Kent N.B	39 50	12 00	2 00	
McKenzie	Lisgar M	50 00	36 00		
McKenzie Lake	Nipissing O	11 17	12 00		
McKenzie's Corner	Carleton N.B	22 00	16 00		
McKinlay	Lanark, N.R. O	7 00	12 00		
McKinnon's Brook	Inverness N.S	8 50	10 00		
McKinnon's Harbour	Victoria N.B	48 36	20 00	4 00	
McLaughlin Road	Kent N.B	20 00	12 00		
McLean	Addington O	35 00	12 00		
McLean	Assa. West	109 57	40 00		9 00
McLean	Kent N.B	22 75	12 00		
McLeanville	Cape Breton N.S	12 00	12 00		
McLellan's Brook	Pictou N.S	30 98	16 00		
McLellan's Mountain	Pictou N.S	12 00	12 00		
McLeod Mills	Kent N.B	66 88	28 00		
McLeod's Crossing	Compton Q	63 00	36 00		
† MacMillan	Oxford, N.R. O	62 00	10 00		
McMillan's Corners	Cornwall & Stormont O	23 80	16 00	3 00	
McNab	Lincoln & Niagara. O	110 00	30 00		
McNab's Cove	Richmond N.S	32 86	12 00		
McNairn	Kent N.B	40 98	20 00		
McNamee	Northumberland N.B	21 96	16 00		
McNeill's Mills	Prince West P.E.I	17 00	12 00		
McNeil's Vale	Victoria N.S	9 00	12 00		
McNeily's	Annapolis N.S	38 98	12 00		
McNutt's Island	Shelburne & Queen's N.S	17 98	12 00		
McPhail	Lanark, S.R O	15 98	12 00		
McPherson	Antigonishe N.S	25 00	16 00		
McPherson's Ferry	Richmond N.S	44 00	16 00		
McPherson's Mills	Pictou N.S	35 98	20 00		
McQuade	Westmoreland N.B	2 00	10 00		
McVicar	Bruce, N.R. O	44 75	30 00		
Mabee	Norfolk, N.R O	169 78	70 00		
Mabel	Argenteuil Q	15 00	12 00		
Mabou Coal Mines	Inverness N.S	36 96	20 00		
Mabou Harbour	Inverness N.S	12 00	12 00		
Mabou Harbour Mouth	Inverness N.S	13 00	12 00		
Macdonald	Lennox O	15 00	12 00		
Macdonald	Macdonald M	297 74	120 00	3 00	
MacDougall	Prince West P.E.I	30 00	16 00		
Mace's Bay	Charlotte N.B	72 48	30 00		
Maciuquac	York N.B	12 00	12 00		
MacIntosh Mills	Leeds, S.R O	33 91	20 00		
Mackey's Station	Nipissing O	180 55	72 00		
Mackville	Kings N.B	8 96	12 00		
MacLennan	Algoma O	286 44	110 00	3 00	
Mactaquack	York N.B	12 00	12 00		
Macton	Wellington, C.R. O	26 60	12 00		
Macville	Cardwell O	67 00	28 00		
Madawaska	Nipissing O	179 70	130 00	3 50	
Maddington Falls	Drummond & Arth'b'ka Q	129 72	12 00		
Maddock	Prince West P.E.I	68 50	30 00		
Mader's Cove	Lunenburg N.S	62 00	20 00		
Madford	Brandon M	53 84	30 00		
Mafeking	Huron, W.R O	31 50	12 00		
Magenta	Rouville Q	12 00	12 00		
Magrath	Alta	405 16	*92 84		

‡ Opened 15-8-01. † Opened 1-7-01. * Including £20.84 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Maguire	Middlesex, N.R. O	132 38	66 00		
Magoon's Point	Stanstead Q	9 00	12 00		
Magpie	Chicoutimi & Saguen'y Q	30 59	20 00		
Magundy	York N.B	22 98	16 00		
Maidstone	Essex, N.R. O	201 36	88 00		
Mailhiot	Megantic Q	35 20	12 00		
Main River	Kent N.B	76 00	36 00		
Main Stream	Carleton N.B	16 96	12 00		
Mair's Mills	Simcoe, N.R. O	12 85	12 00		
Maitland	Grenville, S.R. O	205 36	90 00		
Maitland	Annapolis N.S	85 86	46 00		
Maitland Forks	Lunenburg N.S	5 94	12 00		
Majuba Hill	New Westminster B.C	25 00	20 00		
Malaga Gold Mines	Shelburne & Queen's N.S	65 14	52 00		
†Malagash Centre	Cumberland N.S	27 50	7 50		
Malagash	Cumberland N.S	12 00	12 00		
Malagash Point	Cumberland N.S	58 96	20 00		
Malagawatch	Inverness N.S	73 00	16 00	2 00	12 00
Malakoff	Carleton O	175 86	56 00		
‡Malakoff	Westmoreland N.B	5 00	2 50		
Mal Bay	Gaspé Q	172 10	80 00		12 00
Malcolm	Bruce, E.R. O	55 80	24 00		
Malignant Cove	Antigonishe N.S	47 00	36 00	8 00	
Malden	Westmoreland N.B	12 00	12 00		
Malmaison	Missisquoi Q	125 00	70 00	30 00	
Malone	Hastings, N.R. O	69 78	44 00		
Malta	Ontario, N.R. O	32 13	16 00		
Malton	Peel O	194 05	84 00		
Malvern	York, E.R. O	86 62	44 00		
Malvina	Compton Q	91 00	36 00		
Malwood	Carleton O	29 12	12 00		
Mamette Lake	Yale & Cariboo B.C	24 93	16 00		
Manchester	Ontario, S.R. O	170 32	95 00		
Manda	Brandon M	19 00	16 00		
Mandamin	Lambton, W.R. O	160 07	64 00		
Mandan	Selkirk M	81 96	12 00		
Mandeville	Muskoka & Parry Sd. O	43 95	20 00		
Manganese Mines	Colchester N.S	15 27	12 00		
Manicouagan	Chicoutimi & Saguen'y Q	47 50	16 00		
Manion	Lanark, S.R. O	67 76	30 00	8 00	
Manners Sutton	York N.B	111 58	30 00		
Mannheim	Waterloo, S.R. O	49 81	24 00		
Manuhurst	Kings N.B	11 67	12 00		
Manor	Assa. East	423 00	12 00	0 83	
Manotick Station	Russell O	32 40	20 00	2 00	
Mansewood	Halton O	70 65	30 00		
Mansfield	Simcoe, S.R. O	244 72	80 00		
Mansfield	Cumberland N.S	26 00	16 00		
Mansfield	King's P.E.I	13 00	12 00		
*Manson Creek	Yale & Cariboo B.C		0 80		
Mansonville Station	Brome Q	200 00	60 00	10 00	
Manuels	Northumberland N.B	14 95	12 00		
Manvers Station	Durham, E.R. O	94 90	48 00		
Maple Green	Restigouche N.B	16 84	12 00		
Maple Grove	Middlesex, E.R. O	74 00	44 00		
Maple Grove	Megantic Q	128 58	40 00		
Maple Grove	Hants N.S	27 90	16 00		
Maple Hill	Bruce, E.R. O	27 00	16 00		

†Opened 1-10-01. ‡Opened 1-4-02. *Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Maple Hill	Mégantic, Q	85 96	30 00		
Maplehurst	Carleton, N.B	12 98	12 00		
Maple Island	Muskoka & Parry Sd., O	93 95	20 00	2 00	
Maple Lake	Victoria, N.R., O	53 75	20 00		
Maple Lake Station	Muskoka & Parry Sd., O	163 93	70 00		
Maple Leaf	Compton, Q	20 00	12 00		
Maple Lodge	Middlesex, N.R., O	58 97	24 00		
Maplemore	Huntingdon, Q	†5 00			
Maple Plains	Prince, East, P.E.I	5 00	10 00		
‡Maple Ridge	Ontario, N.R., O	8 50	6 18		
Maple Ridge	Pontiac, Q	40 00	20 00		
Maple Ridge	York, N.B	16 00	12 00		
Maple Ridge	Antigonishe, N.S	4 50	10 00		
Mapleton	Elgin, E.R., O	87 73	32 00		
Mapleton	Albert, N.B	12 00	12 00		
Mapleton	Cumberland, N.S	49 00	16 00		
Maple Valley	Simcoe, N.R., O	80 84	36 00		
Maple View	Northumberland, E.R., O	34 20	24 00		
Maple View	Victoria, N.B	27 00	12 00		
Maplewood	Oxford, N.R., O	69 00	44 00		
Maplewood	York, N.B	17 97	12 00		
Maquapit Lake	Sunbury & Queen's., N.B	12 00	12 00		
Mar	Bruce, N.R., O	76 50	30 00	4 00	
Mara	Yale & Cariboo, B.C	73 21	36 00		
Marathon	Lanark, N.R., O	44 20	20 00		
Maravilla	Lisgar, M	15 84	16 00		
Marburg	Norfolk, S.R., O	40 96	24 00		
*Marceauville	Bellechasse, Q	42 87	9 17		
March	Carleton, O	24 50	16 00		
*a*Marcil	Bonaventure, Q	9 00	2 50		
Marchbank	King's, N.B	6 00	12 00		
Marchhurst	Carleton, O	19 46	16 00		
Marchmont	Simcoe, E.R., O	62 00	30 00		
Marden	Wellington, S.R., O	92 64	36 00		
Margaree Forks	Inverness, N.S	114 50	62 00	11 33	20 00
Margaree Island	Inverness, N.S	5 00	12 00		
Margaret	Lisgar, M	382 09			
Margate	Prince, East, P.E.I	119 00	44 00		
Maria Capes	Bonaventure, Q	88 50	40 00		
Maria de Kent	Kent, N.B	6 00	12 00		
Maria East	Bonaventure, Q	49 08	30 00		
Mariahilf	Assa., East	21 52	10 00		
Marie Bridge	King's, P.E.I	7 00	12 00	2 00	
Marie Joseph	Guysborough, N.S	88 25	30 00		
Marieton	Assa., West	35 86	20 00	6 00	
Marigot	Lotbinière, Q	13 00	12 00		
Marion Bridge	Cape Breton, N.S	62 46	32 00	12 00	
Marion Bridge Road	Cape Breton, N.S	5 00	12 00		
Mariposa	Provencher, M	162 84	16 00		
Maritana	Huntingdon, Q	55 10	24 00		
Markhamville	King's, N.B	37 00	24 00	2 00	
Markland	Selkirk, M	29 20	20 00		
Markton	Inverness, N.S	12 00	12 00		
Marlborough	Assa., West	64 00	28 00		
Marlington	Stanstead, Q	27 00	20 00		
Marlow	Beauce, Q	66 10	30 00	20 00	
Marmion	Grey, N.R., O	26 25	20 00		
Marney	Marquette, M	21 00	20 00		

‡ Re-opened 19-5-02. † Credit for new office not yet opened. * Opened 1-8-'01. *a* Opened 1-4-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Marmoch	Huron, W.R. O	26 42	20 00		
Marquette	Selkirk M	255 85	84 00	40 00	
Marringhurst	Lisgar M	20 00	20 00		
Marriott's Cove	Lunenburg N.S	88 84	36 00		
Marrtown	King's N.B	11 96	12 00		
†Marsboro'	Compton Q	46 00	8 00		
Marsh	Pictou N.S	17 00	12 00		
Marsh Brook	Inverness N.S	7 94	12 00		
Marshall's Town	Digby N.S	83 10	36 00		
Marshdale	Pictou N.S	9 00	12 00		
Marshes (West Bay)	Inverness N.S	21 00	12 00		9 00
Marshfield	Queen's East P.E.I	33 00	16 00		
Mars Hill	Carleton N.B	10 20	12 00		
Marshville	Pictou N.S	21 30	12 00		
Marshy Hope	Pictou N.S	28 86	12 00	2 00	
Marsouins	Gaspé Q	22 61	12 00		
Marston	Norfolk, S.R. O	13 00	12 00		
Martin	Queen's West P.E.I	21 92	12 00		
Martin's	Victoria N.B	29 00	16 00		
Martindale	Wright Q	43 96	16 00		
Martin's Lake	Pontiac Q	17 20	12 00		
Martin's Point	Lunenburg N.S	44 48	30 00		
Martin's River	Lunenburg N.S	45 98	20 00		
Martinvale	King's P.E.I	24 00	12 00		
Martock	Hants N.S	45 00	24 00		
Marvelville	Russell O	61 82	30 00		
Marvin	King's N.B	9 00	12 00		
Maryfield	Assa. East	29 25	20 00		
Mary Hill	Selkirk M	30 40	12 00	4 00	
Maryland	Pontiac Q	116 00	55 00	16 00	
Maryvale	Antigonishe N.S	13 76	12 00	2 00	
*Marysville	Yale & Cariboo B.C	199 33	8 33		
Mascarene	Charlotte N.B	26 00	16 00		
Mascouche	L'Assomption Q	293 37	120 00	4 00	
Mascouche Rapids	L'Assomption Q	31 94	16 00		
Masham Mills	Wright Q	98 70	40 00	6 00	
Maskawata	Brandon M	15 90	16 00		
Maskinonge	Maskinonge Q	11 00	15 80		
Masonville	Middlesex, E.R. O	20 00	20 00		
*Massanoga	Addington O	§15 00			
Massie	Grey, N.R. O	116 50	40 00		
Mass Town	Colchester N.S	55 82	24 00		
Mastai	Quebec Q	124 89	60 00		
Mastigoche	Maskinongé Q	79 00	24 00		
Matawatchan	Renfrew, S.R. O	39 86	20 00		
Matheson	Victoria N.S	12 00	12 00		
Mathieu	Beauce Q	10 00	10 00		
Mattatall Lake	Colchester N.S	32 00	12 00		
Mattie	Guysborough N.S	26 00	20 00		
Maugerville	Sunbury & Queen's N.B	99 50	40 00	3 00	
Mavillette	Digby N.S	93 28	20 00		
Mawcook	Shefford Q	68 00	36 00		
Maxwell	Carleton N.B	43 00	16 00		
Maxwellton Station	Digby N.S	73 94	24 00		
May Bank	Huntingdon Q	53 00	24 00		
Mayerville	Russell O	33 50	16 00		
Mayfair	Middlesex, W.R. O	99 00	30 00		

† Re-opened 1-1-02. * Opened 1-2-02. * Summer office. ‡ Late Monument Settlement.
§ Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mayfield	Antigonishe..N.S	18 00	12 00		
Mayfield	Peel..O	45 50	24 00		
Mayfield	Queen's West..P.E.I	81 20	32 00		
Maynard	Grenville, S.R..O	19 38	12 00		
†Mayton	Alta	13 00	4 00		
Mayne	Brandon..M	6 96	12 00		
Mayo	Labelle..Q	64 08	22 00		
‡Maywood	Victoria..B.C	58 53	23 34		
Meadow	Albert..N.B	13 25	12 00		
Meadow Creek	Alta	79 09	37 00		
Meadow Lea	Selkirk..M	70 98	32 00	10 00	
Meadows	Charlotte..N.B	79 98	44 00	2 00	
Meadows Road	Cape Breton..N.S	14 98	16 00		
Meadowvale	Selkirk..M	11 68	12 00		
Meadowvale	Annapolis..N.S	25 20	12 00		
Meadowville Station	Pictou..N.S	126 06	50 00	12 00	
Meagher's Grant	Halifax..N.S	113 97	36 00		
Meat Cove	Victoria..N.S	21 72	12 00		
Mechanic's Settlement	King's..N.B	46 50	24 00		
Mecumona	Muskoka & Parry Sd..O	44 00	20 00	2 00	
Medford	King's..N.S	26 92	16 00		
Medina	Oxford, N.R..O	57 73	40 00		
Medora Station	Brandon..M	340 11	80 00		
Meig's Corners	Missisquoi..Q	60 82	36 00		
Meiklefield	Pictou..N.S	15 73	12 00		
Meiseners	Lunenburg..N.S	12 00	12 00		
Mekiwin	Macdonald..M	27 50	24 00		
Melancthon	Grey, E.R..O	199 09	84 00		
Melanson	King's..N.S	38 00	40 00		
Melboro'	Richmond & Wolfe..Q	37 50	24 00		
Melbourne	Macdonald..M	28 00	16 00		
Melbourne Ridge	Richmond & Wolfe..Q	81 59	36 00		
Melcombe	Leeds, S.R..O	79 90	40 00		
Meldrum Bay	Algoma..O	152 34	56 00		
Melford	Inverness..N.S	51 50	24 00	6 00	
Melfort	Sask	234 22	60 00		
Melgund	Wellington, N.R..O	46 01	28 00		
Melocheville	Beauharnois..Q	69 90	40 00		
Melrose	Hastings, E.R..O	101 27	40 00		
Melrose	Guysborough..N.S	46 00	50 00	12 00	20 00
Melrose	Westmoreland..N.B	76 10	36 00		
Melrose	Selkirk..M	35 00	16 00		
Melton	Marquette..M	45 00	16 00		
Melville	Inverness..N.S	8 00	16 00		
Melville	Prince Edward..O	53 93	44 00		
Melville Cross	Cardwell..O	105 55	44 00		
Memel	Albert..N.B	9 00	12 00		
Memramcook East	Westmoreland..N.B	24 00	12 00		
Memramcook West	Westmoreland..N.B	165 30	60 00		
§Menardville	St. Johns & Iberville..Q	9 00	1 67		
Menie	Northumberland, E.R..O	143 82	70 00		
Menofield	Assa. East	24 00	12 00		
Menteith	Brandon..M	51 98	20 00		
Mercer	King's..N.B	5 00	12 00		
Mercer	Montmagny..Q	25 20	16 00	6 00	
Meredith	Charlotte..N.B	7 98	12 00		
Meridian	Assa. East	42 20	18 00		
*Merimichie	Inverness..N.S		2 00		

†Opened 1-3-02. ‡Closed 1-3-02 and reopened 1-5-02. §Opened 1-5-02. *Closed 31-8-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Merivale	Carleton, O	50 25	20 00		
Mermaid Farm	Queen's East, P.E.I	13 00	12 00		
Merton	Halton, O	85 00	36 00		
Meteghan River	Digby, N.S	270 82	110 00		
Meteghan Station	Digby, N.S	142 90	60 00		
Metgermette	Beauce, Q	19 20	12 00		
Metlakatla	Burrard, B.C	330 68	116 00		
Metropolitan	Perth, S.R., O	27 00	16 00		
Metz	Wellington, C.R., O	33 00	20 00		
Meyersburg	Northumberland, E.R., O	63 00	24 00		
Micaville	Lanark, S.R., O	61 78	32 00	2 00	
Michael's Bay	Algoma, O	19 00	16 00		
Michaud	Victoria, N.B	59 92	36 00		
Michie	Brandon, M	10 00	24 00		
Michipicoten River	Algoma, O	223 94	80 00		
Micksburg	Renfrew, N.R., O	98 00	40 00		
†Middle Barney's River	Pictou, N.S	19 40	18 00		
Middleboro'	Cumberland, N.S	55 00	20 00		
Middle Beaver Bank	Halifax, N.S	12 00	12 00		
Middle Cape	Cap Breton, N.S	22 00	12 00		
Middle Caraquet	Gloucester, N.B	116 00	60 00		
Middle Church	Selkirk, M	128 43	56 00		
Middle Country Harbour	Guysborough, N.S	24 96	20 00		10 00
Middle Coverdale	Albert, N.B	19 10	12 00		
Middlefield	Shelburne & Queen's, N.S	47 00	16 00	8 00	
Middle Hainesville	York, N.B	12 96	12 00		
Middle La Have Ferry	Lunenburg, N.S	27 86	20 00		
Middle Manchester	Guysborough, N.S	19 98	20 00		
Middlemarch	Elgin, W.R., O	46 79	16 00		
Middlemiss	Middlesex, W.R., O	207 06	90 00		
Middle Ohio	Shelburne & Queen's, N.S	18 50	12 00		
Middle River	Victoria, N.S	41 94	24 00		
Middle Sackville	Halifax, N.S	19 29	16 00	1 33	
Middlesex	Albert, N.B	7 98	12 00		
Middle Simonds	Carleton, N.B	90 00	40 00		
Middle Southampton	York, N.B	92 00	36 00		
Middleton	Prince East, P.E.I	22 50	12 00		
Middleton	Westmoreland, N.B	25 00	16 00		
Middleton	Antigonishe, N.S	17 00	12 00		
Middle West Pubnico	Yarmouth, N.S	52 94	20 00		
Midford	Muskoka & Parry Sd., O	12 00	12 00		
Midgell	King's, P.E.I	20 10	12 00		
Midgic Station	Westmoreland, N.B	68 00	40 00	8 00	
Midhurst	Simcoe, N.R., O	118 58	50 00		
Midland	King's, N.B	31 00	16 00		
Mid Lothian	Muskoka & Parry Sd., O	59 55	24 00		
Midnapore	Alta	130 12	70 00		3 50
Midville Branch	Lunenburg, N.S	29 00	12 00		
Midway	Albert, N.B	6 00	10 00		
Miguasha	Bonaventure, Q	18 00	12 00		
‡Miguick	Portneuf, Q	12 00	2 50		
Milan	Compton, Q	193 50	90 00	24 00	
*Milberta	Nipissing, O	54 63	5 83		
Milburn	King's, P.E.I	13 83	12 00		
Milby	Sherbrooke, Q	51 00	36 00		
Miletta	Stanstead, Q	26 00	12 00		
Milford	Prince Edward, O	141 00	76 00		
Milford	Annapolis, N.S	46 98	20 00	2 00	

†Late Middle Settlement Barney's River. *Opened 1-12-01. ‡Opened 1-1-02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Milford	St. John N.B	153 00	70 00	6 00	
Milford Bay	Simcoe, E.R O	113 30	42 00		
Milford Haven-Bridge	Guysborough N.S	29 52	‡26 00		
Militia Point	Inverness N.S	12 00	12 00		
Milkish	King's N.B	25 00	12 00		
Millanville	Mégantic Q	28 00	12 00		
Millar's Corners	Grenville, N.R O	161 14	64 00		
Millarton	Bruce, W.R O	32 96	20 00		
Millbank	Northumberland N.B	33 00	12 00		
Mill Bridge	Hastings, N.R O	119 89	80 00		
Mill Brook	Pictou N.S	24 52	14 00		
Mill Brook	Sunbury & Queen's N.B	9 00	12 00		
Millbrook	Selkirk M	22 76	16 00		
Mill Cove	Lunenburg N.S	11 65	10 00		
Mill Cove	Sunbury & Queen's N.B	39 00	16 00		
Mill Cove	Queen's East P.E.I	6 00	12 00		
Mill Creek	Cape Breton N.S	11 00	12 00		
Mill Creek	Macdonald M	5 00	10 00		
Milledgeville	St. John N.B	124 00	56 00		
Mille Isles	Argenteuil Q	69 89	28 00		
Miller Lake	Bruce, N.R O	66 81	40 00		
Miller's Creek	Hants N.S	81 94	40 00		
Millet	Alta	161 70	36 00		
Mille Vaches	Chicoutimi & Saguenay Q	128 00	24 00		
Millfield	Mégantic Q	31 48	20 00	2 00	
Mill Grove	Wentworth, S.R O	153 85	50 00		
Mill Haven	Lennox O	90 84	30 00		
Milliken	York, E.R O	99 98	40 00		
Millington	Brome Q	120 38	50 00		
Millington	Ontario, N.R O	37 00	20 00		
Mill River	Prince West P.E.I	109 75	50 00	16 00	
Mill Road	Lunenburg N.S	7 00	10 00		
Mill Settlement	Sunbury & Queen's N.B	15 50	12 00		
Millstream	Bonaventure Q	66 00	20 00		12 00
Millstream	King's N.B	129 98	56 00	8 00	
Millsville	Pictou N.S	100 90	40 00		
Milltown-Cross	Queen's East P.E.I	27 00	16 00		
Millvale	Queen's West P.E.I	9 00	12 00		
Mill View	Queen's East P.E.I	84 00	36 00	14 00	
Millville	King's N.S	94 95	36 00		
Millville-Boularderie	Cape Breton N.S	80 96	44 00		12 00
Millward	Alta	87 50	30 00		
Millwood	Marquette M	151 16	80 00		
Milne's Landing	Vancouver B.C.	75 00	30 00		
Milsap	Addington O	15 00	12 00		
Milton East	Shefford Q	120 10	50 00		
Milton Station	Queen's West P.E.I	29 50	16 00	2 00	
†Mimicoquashene	Simcoe, E.R O	*8 50			
Miminegash	Prince West P.E.I	35 08	16 00		
Mimosa	Wellington, S.R O	48 29	24 00		
Minasville	Hants N.S	67 93	24 00		
Mindemoya	Algoma O	156 07	60 00		
Mine Centre	Algoma O	248 33			
Mine Centre Station	O	*7 00			
Mineral	Carleton N.B	16 23	12 00		
Mineral Rock	Cape Breton N.S	8 98	12 00		
Mineral Springs	Wentworth-N. & Brant O	39 00	16 00		

‡Including $10 Special Allowance. ‖Including $4 Special Allowance. †Summer office.
* Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Minerve	Labelle, Q	32 16	12 00		
Minett	Simcoe, E.R., O	215 47	80 00		
Mineville	Halifax, N.S	13 00	12 00		
Mingan	Chicoutimi & Saguenay, Q	18 00	20 00		
Mink Cove	Digby, N.S	76 97	24 00		
Minnewakan	Selkirk, M	30 00	24 00	4 00	
Minto	Pictou, N.S	19 06	16 00		
Minto	Hastings, N.R., O	37 50	16 00		
Minton	Stanstead, Q	21 50	14 00		
Minudie	Cumberland, N.S	140 95	50 00		
Mira Gut	Cape Breton, N.S	72 00	36 00	6 00	
Mirabel	Two Mountains, Q	64 20	28 00		
Miranda	Missisquoi, Q	12 00	12 00		
Miscou Centre	Gloucester, N.B	13 62	12 00		
Miscouche	Prince East, P.E.I	284 92	90 00	8 00	
Miscou Harbour	Gloucester, N.B	38 93	20 00		
Miscou Lighthouse	Gloucester, N.B	41 00	20 00		
Misère	Charlevoix, Q	44 05	20 00		6 00
Mispec	St. John, N.B	82 38	36 00		
Mississippi Station	Addington, O	171 31	60 00		
Mistassini	Chicoutimi & Saguenay, Q	101 20	80 00	2 00	
Mistawasis	Sask	60 21	24 00	2 00	
Mitchell River	Kings, P.E.I	11 98	12 00		
Mitchell's Bay	Kent, O	27 92	18 00		
Mitchell Settlement	Restigouche, N.B	6 00	12 00		
Mitchell Square	Simcoe, E.R., O	122 25	50 00		
Mitchell Station	Drummond & Arthb'ka, Q	94 90	80 00		
Mitchellville	Leeds, S.R., O	47 89	20 00		
Mizonette	Gloucester, N.B	25 96	12 00		
Mochelle	Annapolis, N.S	47 10	24 00		
Moe's River	Compton, Q	145 27	60 00		
Moffat	Halton, O	58 00	36 00		
Moffat	Assa. East	132 80	44 00		
Moira	Hastings, N.R., O	267 57	80 00	2 00	
Moisie	Chicoutimi & Saguenay, Q	45 00	†45 00		
Moline	Marquette, M	16 00	12 00		
Molson	Selkirk, M	101 93	60 00	2 00	‡ 11 67
Moltke	Grey, S.R., O	45 96	20 00		
Monaghan	Queen's East, P.E.I	7 00	12 00		
Monalea	Argenteuil, Q	20 00	12 00		
Monck	Wellington, N.R., O	26 00	20 00		
Monckland Station	Cornwall & Stormont, O	198 38	100 00		
Moncrieff	Huron, E.R., O	45 87	24 00		
Moncton Road	Westmoreland, N.B		10 00		
Monetville	Nipissing, O	20 00	10 00		
Moneymore	Hastings, E.R., O	10 00	12 00		
Mongenais	Vaudreuil, Q	93 98	32 00		
Mongolia	York, E.R., O	55 14	24 00		
Monk Road	Hastings, N.R., O	6 50	12 00		
Monk's Head	Antigonishe, N.S	15 92	16 00		
Mono Centre	Cardwell, O	78 94	40 00		
Monsell	Ontario, N.R., O	7 00	12 00		
Montague Cross	Queen's East, P.E.I	66 00	24 00		
Montague Gold Mines	Halifax, N.S	41 50	20 00		
Montauban	Portneuf, Q	277 12	96 00		
Montcalm	Montcalm, Q	149 00	48 00		
Montcerf	Wright, Q	81 07	30 00		
Mont Dufresne	Richmond & Wolfe, Q	15 00	12 00		

† Including $25 special salary. ‡ Including $1.67 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Monteagle Valley	Hastings, N.R. O	59 94	24 00		
Monte Creek	Yale & Cariboo B.C	194 10	135 00	28 00	12 00
Montefiore	Brandon M	14 98	20 00		
Montfort	Argenteuil Q	238 00	90 00		
Montgomery	Assa. East	19 96	16 00		
Monticello	Kings P.E.I	27 36	12 00		
Montigny	Labelle Q	7 63	12 00		
Mont Louis	Gaspé Q	137 68	64 00		
Montmartre	Assa. East	17 00	20 00		
Montmorency East	Montmorency Q	42 18	16 00		
Montmorency, Falls	Quebec Q	160 86	40 00	4 00	
†Mont-Nebo	Sask.	6 00	2 00		
Montpelier	Labelle Q	62 88	20 00		
Montreal River	Nipissing O	20 00	16 00		
Montreal South	Chambly & Verchères Q	51 00	24 00		
Montreal West	Jacques Cartier Q	240 67	100 00		
Montrose	Colchester N.S	38 00	20 00		
Montrose	Welland O	49 00	24 00		
Montrose	Prince West P.E.I	102 48	48 00		
Montrose	Macdonald M	14 86	12 00		
Mont St. Hilaire	Rouville Q	88 00	36 00		
Moodyville	Burrard B.C	123 00	104 00		
*Moon River	Muskoka & Parry Sd. O	10 00			
Moonstone	Simcoe, E.R. O	222 61	96 00		
Mooresburg	Grey, N.R. O	82 00	40 00	2 00	
Moore's Mills	Charlotte N.B	123 30	50 00	18 00	
Mooresville	Middlesex, N.R. O	89 80	36 00		
Moose Brook	Hants N.S	27 50	16 00		
Moosehead	Halifax N.S	34 00	16 00		
Mooseland	Halifax N.S	74 93	32 00		10 00
Moose Park	Nicolet Q	76 00	44 00		
Moose River	Pictou N.S	11 83	12 00		
Moose River	Cumberland N.S	24 00	16 00		
Moose River Gold Mines	Halifax N.S	64 96	28 00		
Moran	Northumberland N.B	22 00	16 00		
Morar	Antigonishe. N.S	9 00	12 00		
Moraviantown	Elgin, W.R. O	13 00	16 00		
Moray	Middlesex, N.R. O	59 96	30 00		
Morden	King's N.S	53 14	24 00		
Morehead	Pontiac Q	36 30	20 00		
Morehouse	Northumberland N.B	35 95	20 00		
Morell East	King's P.E.I	10 00	10 00		
Morell Rear	King's P.E.I	22 00	12 00		
Morganston	Northumberland, E.R. O	230 95	90 00		
Morganville	Digby N.S	20 98	12 00		
Morigeau	Montmagny Q	67 60	36 00		
Morin Flats	Argenteuil Q	130 00	56 00	12 00	
*Morinus	Simcoe, E.R. O	35 00	12 00		
Morinville	Alta	80 00	30 00		
Morley	Grey, E.R. O	17 00	12 00		
Morley	Alta	181 65	90 00	4 00	30 00
Morningside	Alta	55 00	12 00		
Moropano	Lisgar M	14 78	16 00		
Morris Island	Yarmouth N.S	5 00	10 00		
Morrison	Inverness N.S	13 00	12 00		
Morrison Lake	Simcoe, E.R. O	10 00	12 00		
Morristown	Antigonishe N.S	17 45	12 00		
Morristown	King's. N.S	7 00	12 00		

†Opened 1-5-02. * Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Morrisville	Algoma O	27 75	16 00		
Mortimer's Point	Simcoe, E.R. O	77 00	40 00		
Morton	Leeds, S.R. O	186 31	78 00	12 00	
†Morton Park	York, N.R. O	22 50	10 00		
Morton's Corner	Lunenburg N.S	8 67	12 00		
Morvan	Antigonishe N.S	12 00	12 00		
Morven	Lennox O	69 16	44 00		
Mosborough	Wellington, S.R. O	72 00	44 00		
Moscow	Addington O	249 75	90 00		
Mosgrove	Carleton O	26 68	20 00		
Mosher's Corner	Annapolis N.S	32 50	20 00		
Mosherville	Hants N.S	55 00	30 00		
Moss Glen	King's N.B	19 00	20 00		
Mosside	Middlesex, W.R. O	68 20	28 00		
Mossley	Middlesex, E.R O	90 00	40 00		
Mossman's Grant	Lunenburg N.S	58 00	16 00		
Motherwell	Perth, S.R. O	117 15	64 00		
Moulie's River	Kent N.B	57 47	30 00		
Moulin Basinet	Joliette Q	6 00	10 00		
Moulin Chaurette	Three Riv. & St. Maurice Q	88 00	28 00		
Moulinette	Cornwall & Stormont O	315 42	170 00		
Moulin Têtu	Lotbinière Q	35 87	24 00		
Moulton	Haldimand & Monck O	85 00	28 00		
Mountain Brook	Restigouche N.B	21 00	12 00		
Mountain Dale	King's N.B	11 96	12 00		
Mountain Gap	Marquette M	5 00	16 00		
Mountain Grove	Addington O	301 75	110 00	4 00	
Mountain Mill	Alta	14 00	10 00		
Mountain Road	Picton N.S	18 04	12 00		
Mountain View	Prince Edward O	85 90	40 00		
Monntain View	Alta	164 64	60 00		
Mount Albion	Wentworth, S.R. O	32 28	20 00		
Mount Albion	Queen's East P.E.I	59 94	20 00		
Mount Buchanan	Queen's East P.E.I	13 00	12 00		
Mount Carmel	Kamouraska Q	160 92	44 00		
Mount Carmel	Prince East P.E.I	97 98	20 00		
Mount Carmel	Middlesex, N.R. O	135 92	60 00		
Mount Charles	Peel O	34 40	16 00		
Mount Chesney	Frontenac O	37 70	20 00		
Mount Denison	Hants N.S	69 00	32 00		
Mount Dennis	York, W.R. O	25 50	16 00		
Mount Hanly	Annapolis N.S	140 00	56 00		
Mount Healy	Haldimand & Monck O	19 20	16 00		
Mount Hebron	King's N.B	10 82	12 00		
Mount Herbert	Queen's East P.E.I	3 00	12 00		
Mount Hope	Bruce, N.R. O	33 00	16 00		
Mount Hope	King's P.E.I	21 50	12 00		
Mount Horeb	Victoria, S.R. O	56 00	24 00		
Mount Irwin	Victoria, N.R. O	78 23	30 00		
Mount Johnson	St. Johns & Iberville Q	161 20	60 00		
†Mount Julien	Peterborough, E.R. O	55 00	20 00		
Mount Lehman	New Westminster B.C	83 00	50 00		
Mount Loyal	Montcalm Q	17 00	12 00		
Mount Maple	Argenteuil Q	17 94	12 00		
Mount Middleton	King's N.B	14 00	12 00		
†Mount Murray	Charlevoix Q	31 00	20 00		
Mount Oscar	Vaudreuil Q	54 00	16 00		
Mount Pisgah	King's N.B	11 98	12 00		

† Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mount Pleasant	Prince West ..... P.E.I	14 36	12 00	1 00	.....
Mount Pleasant	Cumberland ..... N.S	6 00	6 00	.....	.....
Mount Pleasant	Carleton ..... N.B	63 19	24 00	.....	.....
Mount Robson	Dorchester ..... Q	10 00	10 00	.....	.....
Mount Rose	Annapolis ..... N.S	27 98	12 00	.....	.....
Mount Royal	Selkirk ..... M	‡11 00	.....	.....	.....
Mount Royal Vale	Jacques Cartier ..... Q	15 00	12 00	.....	.....
Mount Ryan	Queen's East ..... P.E.I	9 00	12 00	.....	.....
Mount St. Louis	Simcoe, E.R ..... O	104 66	48 00	.....	.....
Mount St. Patrick	Renfrew, S.R ..... O	150 00	50 00	2 00	.....
Mount Salem	Elgin, E.R ..... O	81 50	36 00	.....	.....
Mountsberg	Wentworth, S.R ..... O	22 95	20 00	.....	.....
Mount Sherwood	Carleton ..... O		60 00	.....	.....
*Mount Thom	Pictou ..... N.S	22 98	12 00	.....	.....
Mount Tolmie	Vancouver ..... B.C	126 50	70 00	.....	.....
Mount Vernon	Brant, S.R ..... O	255 18	100 00	.....	.....
Mount Vernon	Queen's East ..... P.E.I	11 00	12 00	.....	.....
Mount View	Wellington, N.R ..... O	24 00	12 00	.....	.....
Mount View	Westmoreland ..... N.B	11 98	12 00	.....	.....
Mountville	Albert ..... N.B	22 00	20 00	.....	.....
Mountville	Pictou ..... N.S	9 50	12 00	.....	.....
Mount Whatley	Westmoreland ..... N.B	114 18	44 00	.....	.....
Mount William	Pictou ..... N.S	11 98	12 00	.....	.....
Mount Wolf	Cardwell ..... O	38 00	16 00	.....	.....
Mount Young	Inverness ..... N.S	12 00	12 00	.....	.....
Mount Zion	Inverness ..... N.S	9 50	10 00	.....	.....
Mouth of Jemseg	Sunbury & Queen's ..... N.B	70 21	34 00	.....	.....
Mouth of Keswick	York ..... N.B	94 29	48 00	.....	.....
Mouth of St. Francis	Victoria ..... N.B	5 00	10 00	.....	.....
Mowat	Nipissing ..... O	.....	25 00	.....	.....
Mowbray	Lisgar ..... M	29 84	20 00	.....	.....
Mud Bay	New Westminster ..... B.C	14 00	20 00	.....	.....
Mud Creek	Lanark, S.R ..... O	19 00	12 00	.....	.....
Muddy Creek	Prince East ..... P.E.I	41 00	20 00	.....	.....
†Muir	Oxford, S.R ..... O	45 00	9 17	.....	.....
Muir Kirk	Elgin, W.R ..... O	211 60	90 00	.....	.....
Muldoon	Pontiac ..... Q	115 68	40 00	8 00	.....
Mulgrave	Welland ..... O	11 98	12 00	.....	.....
Mull	Kent ..... O	179 00	70 00	3 00	.....
Mull River	Inverness ..... N.S	8 10	12 00	.....	.....
Mullifarry	Middlesex, W.R ..... O	23 00	12 00	.....	.....
Mulmur	Simcoe, S.R ..... O	80 00	36 00	.....	.....
Mulock	Assa. East	42 00	16 00	.....	.....
Mulock	Grey, S.R ..... O	44 05	20 00	.....	.....
Mulock	Lotbinière ..... Q	61 88	16 00	.....	.....
Mundleville	Kent ..... N.B	47 34	16 00	.....	.....
**Muniac	Victoria ..... N.B	92 16	8 33	.....	.....
Munro	Perth, S.R ..... O	57 88	32 00	4 00	.....
Munroe's Bridge	Inverness ..... N.S	6 10	16 00	.....	.....
Munroe's Mills	Glengarry ..... O	62 50	24 00	.....	.....
Munster	Carleton ..... O	89 99	44 00	.....	.....
Murchison	Marquette ..... M	15 75	12 00	.....	.....
Murchison	Nipissing ..... O	16 00	16 00	.....	.....
Murchyville	Halifax ..... N.S	12 03	12 00	.....	.....
Murillo	Algoma ..... O	257 68	100 00	8 00	15 00
Murphy	Grey, N.R ..... O	14 90	16 00	.....	.....
Murray	Northumberland, E.R. O	237 50	70 00	.....	.....

* Late Mount Thom Settlement. ‡ Credit for new office not yet opened. Revenue concluded in revenue of Ottawa office. † Opened 1-8-'01. ** Opened 1-9-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ ctr.	$ cts.	$ cts.	$ cts.
Murray Corner	Westmoreland....N.B	46 98	32 00		
Murrayfield	Pictou....N.S	11 00	12 00		6 00
Murray Harbour, N	Queen's East....P.E.I	42 00	24 00		
Murray Harbour Road	Queen's East....P.E.I	32 97	16 00		
Murray Road	Westmoreland....N.B	15 94	12 00		
Murvale	Addington....O	25 48	20 00		
‡Mushaboom	Halifax....N.S	10 67	4 17		
Muskoka Falls	Ontario, N.R....O	39 94	20 00		
Musquash	St. John....N.B	78 37	59 00		
Musselyville	Bonaventure....Q	14 00	12 00		
Mutton Bay	Chicoutimi & Saguenay.Q		12 00		
Myer's Cave	Addington....O	20 08	12 00		
Myrehall	Hastings, E.R....O	6 00	12 00		
Myrtle	Ontario, S.R....O	194 48	80 00		
Myrtle	Lisgar....M	236 23	72 00		
Myrtle Station	Ontario, S.R....O	116 66	40 00		
Mystic	Missisquoi....Q	112 50	48 00		
NAAS-HARBOUR	Burrard....B.C	90 00	36 00		
Nackawick	York....N.B	37 00	16 00		
Nail Pond	Prince West....P.E.I	9 00	12 00		
Nairn	Middlesex, N.R....O	68 00	36 00		
Namao	....Alta	45 30	12 00		
Namur	Labelle....Q	123 00	56 00		
Nancy	Maskinongé....Q	27 15	24 00		
Nanoose Bay	Vancouver....B.C	30 18	20 00		
Nanton	....Alta	139 47	28 00		
Nantyr	Simcoe, S.R....O	64 00	28 00		
Naphan	Hastings, E.R....O	11 92	12 00		
Nappan	Cumberland....N.S	13 00	12 00		
Nappan Station	Cumberland....N.S	251 00	130 00	2 00	
Napperton	Middlesex, W.R....O	21 71	14 00		
Narva	Bruce, E.R....O	19 00	16 00		
Nashville	York, W.R....O	71 00	36 00		
Nashwaak Bridge	York....N.B	92 96	32 00		
Nashwaaksis	York....N.B	85 00	48 00		
Nashwaak Village	York....N.B	55 81	28 00		
Nasonworth	York....N.B	20 00	12 00		
Natashquan	Chicoutimi & Saguenay.Q	30 00	30 00	10 00	20 00
*Naughton	Nipissing....O	8 50	0 83		
Nauwigewauk	King's....N.B	73 00	50 00		
Navan	Russell....O	183 34	80 00	2 00	
Necum Teuch	Halifax....N.S	49 00	20 00		
Neguac	Northumberland....N.B	82 90	40 00		
Neil's Harbour	Victoria....N.S	85 94	36 00		
Neilsonville	Québec....Q	60 00	36 00		
Nelles Corners	Haldimand & Monck..O	310 80	84 00	20 00	
Nelson	Halton....O	105 81	40 00		
Nelson	Lisgar....M	42 00	24 00		
Nelson Reserve	Northumberland....N.B	2 00	12 00		
Nenagh	Grey, S.R....O	16 70	16 00		
Nerepis Station	King's....N.B	47 00	20 00	4 00	
Nerissa	Guysboro'....N.S	3 96	12 00		
Nestleton	Durham, W.R....O	156 52	60 00		
Netherby	Welland....O	110 00	30 00		
Nettly Lake	Selkirk....M	15 00	12 00		

‡ Opened 1-2-'02. * Opened 1-6-'02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Neudorf	Assa. East	20 40	12 00		
New Acadie	King's P.E.I	21 15	12 00		
New Albany	Annapolis N.S	60 00	30 00	2 00	
New Alberni	Vancouver B.C	138 50	20 00		
New Annan	Prince East P.E.I	32 00	16 00		
New Argyle	Queen's West P.E.I	12 00	12 00		
Newark	Oxford, S.R O	31 94	20 00		
New Armagh	Lotbinière Q	58 10	36 00		
New Bandon	Gloucester N.B	64 00	24 00		
Newbliss	Brockville O	47 20	12 00		
Newbois	Lotbinière Q	125 16	48 00		
New Boston	Cape Breton N.S	2 98	12 00		
Newboyne	Leeds, S.R O	26 50	16 00		
Newbridge	Huron, E.R O	119 00	80 00	4 00	
Newburg	Carleton N.B	10 00	12 00		
Newburg Junction	Carleton N.B	58 60	30 00	6 00	
Newburn	Lunenburg N.S	12 00	12 00		
New Canaan	Essex, S.R O	171 13	60 00		
New Canaan	Sunbury & Queen's N.B	9 00	12 00		
New Canada	Lunenburg N.S	42 50	16 00		
New Carlow	Hastings, N.R O	32 00	14 00		
Newcastle Bridge	Sunbury & Queen's N.B	90 00	32 00		
Newcastle Creek	Sunbury & Queen's N.B	71 00	32 00		
Newcomb	Lunenburg N.S	23 00	16 00	6 00	
Newcomb Corner	Halifax N.S	45 32	24 00		
New Cornwall	Lunenburg N.S	15 00	12 00		
New Cumberland	Lunenburg N.S	9 90	12 00		
New Denmark	Victoria N.B	61 77	30 00		
New Dominion	Queen's West P.E.I	30 94	16 00		
New Dublin	Brockville O	63 00	24 00		
New Durham	Oxford, S.R O	140 00	60 00		
New Edinburgh	Digby N.S	16 98	12 00		
Newellton	Shelburne & Queen's N.S	67 78	28 00		
New Elm	Lunenburg N.S	4 50	10 00		
New Erin	Huntingdon Q	78 00	36 00		
New Finland	Assa. East	32 04	12 00		
New Flos	Simcoe, N.R O	99 90	50 00		
New France	Antigonish N.S	5 00	12 00		
New Gairloch	Pictou N.S	18 96	12 00		
New Glasgow	Terrebonne Q	278 36	96 00		
New Grafton	Shelburne & Queen's N.S	37 00	16 00		
New Harbour	Guysborough N.S	21 25	16 00		
New Harbour West	Guysboro N.S	31 19	14 00		
New Harmony	King's P.E.I		10 00		
New Harris	Victoria N.S	10 87	12 00		
New Harris Forks	Victoria N.S	13 00	10 00	2 00	
New Hastings	Assa. E	15 70	16 00		
New Haven	Queen's West P.E.I	44 00	20 00	10 00	
New Haven	Victoria N.S	30 00	16 00		
Newholm	Muskoka & Parry Sd O	10 98	12 00		
*New Hope	Assa., East	48 54	7 00		
New Horton	Albert N.B	49 56	20 00		
New Ireland	Mégantic Q	21 00	36 00	2 50	
New Ireland Road	Albert N.B		12 00		
New Jerusalem	Sunbury & Queen's N.B	31 00	16 00		
New London	Queen's West P.E.I	93 00	52 00	4 00	
New Lunnon	Alta	26 97	16 00	1 67	
Newmanville	Leeds, N.R O	11 00	12 00		

* Opened 1-12-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
New Market	York N.B	6 94	12 00		
New Maryland	York N.B	10 06	12 00		
New Mexico	Compton Q	17 00	12 00		
New Minas	King's N.S	75 00	42 00		
New Oxley	Alta	103 10	40 00		
New Park	Durham, E.R O	24 86	12 00		
New Perth	King's P.E.I	62 50	36 00		
Newport	Brant, S.R O	40 00	24 00		
Newport	Gaspé Q	94 51	44 00		20 00
Newport	King's P.E.I	22 86	16 00		
Newport Corner	Hants N.S	45 72	24 00		
Newport Point	Gaspé Q	257 13	90 00		20 00
Newport Station	Hants N.S	189 40	90 00	140 00	
New Richmond	Bonaventure Q	214 18	104 00	2 00	
New Richmond Centre	Bonaventure Q	56 26	16 00		
New River Mills	Charlotte N.B	21 00	12 00		
New Rockland	Richmond & Wolfe Q	49 94	40 00		
New Ross	Dundas O	11 04	12 00		
New Ross Road	King's N.S	15 00	12 00		
Newry	Perth, N.R O	175 67	64 00		
New Salem	Cumberland N.S	52 48	20 00		
New Sarum	Elgin, E.R O	131 00	64 00		
New Scotland	Westmoreland N.B	7 84	12 00		
Newton	Prince East P.E.I	12 00	12 00		
Newton Brook	York, W.R O	182 00	64 00		
Newton Cross	Queen's East P.E.I	17 00	12 00		
Newton Mills	Colchester N.S	87 00	24 00		
Newton Robinson	Simcoe, S.R O	246 82	120 00		
Newtonville	King's N.S	17 00	12 00		
New Toronto	York, W.R O	325 00	100 00		
New Town	Guysborough N.S	31 89	16 00		
New Town	King's N.B	128 45	50 00	2 00	
New Tusket	Digby N.S	42 00	20 00		
Newville	Cumberland N.S	94 00	44 00		
New Wiltshire	Queen's West P.E.I	87 58	40 00	12 00	
New Yarmouth	Cumberland N.S	7 20	12 00		
New Zealand	King's P.E.I	8 00	16 00		
New Zion	Sunbury & Queen's N.B	10 98	12 00		
Nichollsville	King's N.S	15 00	12 00		
Nicolet Falls	Richmond and Wolfe Q	69 88	30 00		
Nicolston	Simcoe, S.R O	58 50	25 00		
Nicomekl	New Westminster B.C	40 50	65 00		
Nicomin	New Westminster B.C	119 12	60 00		
Nictau	Victoria N.B	52 00	24 00		
Nictaux South	Annapolis N.S	5 00	10 00		
Nictaux West	Annapolis N.S	49 98	20 00		
*Nigado	Gloucester N.B	3 00	4 00		
Nile	Huron, W.R O	101 76	52 00		
Nilestown	Middlesex, E.R O	101 00	60 20		
Nine Mile Creek	Queen's West P.E.I	35 50	16 00		
Nine Mile River	Hants N.S	61 92	30 00		
Nipissing	Muskoka & Parry Sd O	155 17	64 00	4 00	
Nipissing Junction	Nipissing O	52 12	40 00	2 00	
Nithburg	Oxford, N.R O	40 47	30 00		
Niverville	Provencher M	153 54	52 00		
Nixon	Norfolk, N.R O	121 10	48 00		
Nixon	Albert N.B	10 83	12 00		
Nober	Norfolk, S.R O	114 70	36 00		

* Closed 1-11 01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Noel Road	Hants.....N.S	10 00	12 00		
Noel Shore	Hants.....N.S	58 98	28 00		
**No. 1 Extension	Vancouver.....B.C	35 00	13 33		
Norborough	Prince East.....P.E.I	25 10	12 00		
Norgate	Macdonald.....M	22 93	20 00		
Norham	Northumberland, E.R.O	171 18	70 00		
Normandale	Norfolk, S.R.....O	62 00	30 00		
Norquay	Lisgar.....M	16 00	16 00		
Normandin	Chicoutimi & Saguenay.Q	245 20	100 00		
Norris	Brandon.....M	54 18	20 00		
North Ainslie	Inverness.....N.S	16 42	12 00		
North Alton	King's.....N.S	9 00	12 00		
Northam	Prince West.....P.E.I	92 06	30 00	2 00	
Northampton	Carleton.....N.B	23 00	16 00		
North Beaver Bank	Halifax.....N.S	14 00	12 00		
North Bedeque	Prince East.....P.E.I	54 00	24 00		
North Branch	Russell.....O	13 00	12 00		
North Brook	Addington.....O	136 24	50 00		
North Bruce	Bruce, W.R.....O	124 97	52 00	4 00	12 00
North Buxton	Kent.....O	119 04	44 00		
North Carleton	Prince East.....P.E.I	22 55	18 00		
North Clarendon	Pontiac.....Q	29 40	20 00		
Northcote	Renfrew, S.R.....O	88 95	44 00		
†North Earltown	Colchester.....N.S	19 00	12 00		
North East Harbour	Shelburne & Queen's.N.S	165 05	60 00	2 00	
*North East Margaree	Inverness.....N.S	122 96	67 00	18 00	12 00
Northern	.....Alta	41 67	12 00		
North Esk Boom	Northumberland....N.B	8 98	12 00		
Northfield	Cornwall & Stormont..O	65 18	30 00		
Northfield	Sunbury & Queen's..N.B	21 00	12 00		
Northfield	Lunenburg.....N.S	62 46	16 00		
Northfield, Queen's	Shelburne & Queen's..N.S	11 00	12 00		
Northfield	Vancouver.....B.C	115 00	80 00		
Northfield Centre	Oxford, S.R.....O	73 35	30 00		
Northfield Farm	Wright.....Q	34 55	16 00		
North Forks of Salmon Creek	Sunbury & Queen's..N.B	6 00	10 00		
North Framboise	Richmond.....N.S	12 00	12 00		
North Georgetown	Châteauguay.....Q	51 95	28 00		
North Glanford	Wentworth, S.R.....O	68 89	40 00		
North Grant	Antigonishe.....N.S	13 00	12 00		
North Greenville	Cumberland.....N.S	40 00	20 00		
North Gut, St. Ann's	Victoria.....N.S	14 48	12 00		
North Harbour, Cape North	Victoria.....N.S	22 00	16 00		
North Highlands	Inverness.....N.S	12 00	12 00		
North Hill	Compton.....Q	12 00	12 00		
North Intervale	Guysborough.....N.S	13 92	12 00		
North Kemptville	Yarmouth.....N.S	32 86	12 00		
North Keppel	Grey, N.R.....O	81 02	40 00		
North Kingston	King's.....N.S	66 46	24 00	‡6 00	
North Lake	King's.....P.E.I	12 27	12 00		
North Lake	York.....N.B	97 00	36 00		
North Low	Wright.....Q	17 92	16 00		
North Medford	King's.....N.S	11 94	12 00		
North Middleboro	Cumberland.....N.S	20 00	12 00		
North Milton	Queen's West.....P.E.I	11 00	12 00		
North Montague	Lanark, S.R.....O	17 96	16 00		
North Mountain	Dundas.....O	15 84	16 00		

*Late North East Branch, Margaree. †Late North Section of Earltown. ‡Including $4 arrears.
**Opened 1-11-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices – Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North Mountain	King's.....N.S	8 00	10 00		
North Onslow	Pontiac.....Q	59 94	20 00		
North Osgoode	Russell.....O	34 00	16 00		
North Pelham	Lincoln & Niagara....O	105 94	40 00		
North Pinnacle	Missisquoi.....Q	63 00	24 00		
North Port	Prince Edward.....O	173 60	60 00		
North Range Corner	Digby.....N.S	82 00	32 00	4 00	
North Renous	Northumberland....N.B	25 51	12 00		
North Rideau	Carleton.....O	5 00	20 00		
North Ridge	Essex, S.R.....O	83 00	40 00		
North River	Queen's West.....P.E.I	46 27	24 00	2 00	
North River	Colchester.....N.S	50 00	21 00		
North River Bridge	Victoria.....N.S	135 44	40 00	2 00	6 00
North River Centre	Victoria.....N.S	24 00	18 00		6 00
North River Platform	Westmoreland.....N.B	66 25	32 00		
Northrup	King's.....N.B	16 50	12 00		
North Rustico	Queen's East.....P.E.I	66 23	30 00		
North St. Eleanors	Prince East.....P.E.I	16 98	12 00		
North Saanich	Vancouver.....B.C	62 35	36 00		
North Salem	Hants.....N.S		10 00		
North Salt Springs	Vancouver.....B.C	35 00	44 00		
North Seneca	Haldimand & Monck..O	34 82	20 00		
North Seguin	Muskoka & Parry Sd..O	48 14	30 00		
North Shore	Cumberland.....N.S	20 00	12 00		
North Shore	Victoria.....N.S	12 00	12 00		
North Shore of St. Margaret Bay	Halifax.....N.S	22 94	12 00		
North Springfield	Annapolis.....N.S	73 68	30 00		
North Stanbridge	Missisquoi.....Q	97 00	36 00		
North Stoke	Richmond & Wolfe....Q	11 98	12 00		
North Stukely	Shefford.....Q	183 00	60 00		
North Sutton	Brome.....Q	45 00	24 00		
North Tay	York.....N.B	17 92	12 00		
North Témiscamingue	Pontiac.....Q	209 45	76 00	2 00	
North Tryon	Prince East.....P.E.I	117 52	42 00		
North Valley	Cornwall & Stormont..O	11 00	12 00		
Northview	Victoria.....N.B	29 00	10 00		
*Northville	King's.....N.S	16 00	5 00		
North Wallace	Cumberland.....N.S	20 75	12 00		
North West	Lunenburg.....N.S	7 00	10 00		
North West Arm	Cape Breton.....N.S	23 94	16 00	8 00	
North West Bridge	Northumberland....N.B	85 00	45 00		
North West Cove	Lunenburg.....N.S	16 00	12 00		
North West Harbour	Shelburne & Queen's.N.S	35 50	20 00		
North Winchester	Dundas.....O	62 03	24 00		
North Wolfestown	Richmond & Wolfe....Q	30 16	16 00		
Northwood	Kent.....O	107 06	60 00		
Norton Creek	Châteauguay.....Q	53 00	28 00		
Norton Dale	York.....N.B	32 94	12 00		
Nortonville	Peel.....O	20 00	16 00		
Norway	York, E.R.....O	183 24	40 00		
Norwood	Yarmouth.....N.S	38 00	16 00		
Notch Hill	Yale & Cariboo.....B.C	160 62	64 00		
Notre Dame	Kent.....N.B	127 34	40 00	4 00	
Notre Dame de l'Ile Verte	Témiscouata.....Q	25 50	14 00		
Notre Dame de la Merci	Montcalm.....Q	8 00	12 00		
Notre Dame de Rimouski	Rimouski.....Q	121 33	60 00		18 00
Notre Dame des Bois	Compton.....Q	183 32	70 00		
Notre Dame du Lac	Nipissing.....O	8 88	12 00		

*Closed 8-8-'01, re-opened 1-2-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Notre Dame du Pont Main	Labelle, Q	16 30	12 00		
Notre Dame du Portage	Témiscouata, Q	136 94	‡76 00		
Notre Dame du Rosaire	Montmagny, Q	86 40	36 00		
Nouvelle	Bonaventure, Q	196 50	80 00		
Noyan	Missisquoi, Q	127 00	64 00		
Nuttby	Colchester, N.S	16 00	12 00		
Nutt's Corners	Missisquoi, Q	40 48	30 00		
Nyanza	Victoria, N.S	87 00	36 00		12 00
OAK BANK	Selkirk, M	132 90	56 00		
Oak Bay	Charlotte, N.B	93 51	56 00	2 00	
†Oak Bay Mills	Bonaventure, Q	89 20	40 00		
Oak Bluff	Selkirk, M	38 75	20 00		
Oakburn	Marquette, M	36 86	16 00		
Oakdale	Bothwell, O	78 04	44 00		
Oakfield	Halifax, N.S	74 86	28 00		
Oak Grove	Renfrew, S.R., O	98 46	62 00		
Oakham	Sunbury & Queen's, N.B	20 00	12 00		
Oak Hammock	Selkirk, M	7 48	10 00		
Oak Heights	Northumberland, W.R., O	87 50	24 00		
Oakhill	Victoria, N.R., O	13 98	12 00		
Oakhill	Charlotte, N.B	35 50	20 00		
Oak Lake	Peterborough, E.R., O	19 96	12 00		
Oakland	Lunenburg, N.S	8 30	12 00		
Oakland	Carleton, N.B	14 00	12 00		
Oakland	Macdonald, M	35 50	29 00	2 00	
Oaklands	Victoria, B.C	32 00	28 00		
Oak Leaf	Leeds, S.R., O	47 00	20 00		
Oakley	Assa. East	22 06	12 00		
Oaknook	Marquette, M	10 00	44 00	16 00	
Oak Park	Shelburne & Queen's, N.S	24 98	16 00		
Oak Point	Selkirk, M	24 00	12 00		
Oak Ridges	Ontario, W.R., O	52 82	24 00		
Oakville	Carleton, N.B	16 00	12 00		
Oates	Addington, O		12 00		
Oban	Richmond, N.S	13 90	12 00		
Oberon	Macdonald, M	23 50	16 00		
Ochre River	Marquette, M	371 42	116 00		
O'Connell	Ontario, N.R., O	50 48	20 00		
*O'Connor	Algoma, O	10 00	83		
Oconto	Addington, O	34 98	16 00		
Odell	Middlesex, S.R., O	105 00	32 00		
Odelltown	Missisquoi, Q	37 76	24 00		
Odin	Colchester, N.S	21 00	12 00		
Ogden	Guysborough, N.S	25 40	12 00		
Ogemah	Lambton, W.R., O	11 95	12 00		
Ogilvie	King's, N.S	9 00	12 00		
Ogilvie's	King's, N.B	10 00	10 00		
Ogilvie Station	Macdonald, M	26 00	20 00		
Ohio	Antigonishe, N.S	18 00	12 00		
Ohlen	Assa. East	101 75	32 00		
Ojibwa	Essex, N.R., O	90 00	44 00		
Oka	Two Mountains, Q	195 36	90 00	16 00	
Okanagon	Yale & Cariboo, B.C	20 00	20 00		
Okanagon Falls	Yale & Cariboo, B.C	81 19	44 00		
Okanagon Landing	Yale & Cariboo, B.C	195 20	60 00		

†Late Oak Point. ‡Including $20 summer allowance. *Opened 1-6-'02. Includig $26 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Okanagon Mission	Yale & Cariboo.....B.C	95 20	52 00		
Olalla	Yale & Cariboo. ....B.C	72 50	30 00		
Oldcastle	Essex, N.R.....O	28 94	12 00		
Old Chelsea	Wright.....Q	83 64	30 00		
**Oldfield	Bothwell.....O	6 00	9 00		
Oldham	Halifax.....N.S	93 40	48 00		
Old Lake Road	Témiscouata .....Q	74 00	30 00		6 00
O'Leary Road	Prince West.....P.E.I	15 76	12 00		
O'Leary Station	Prince West.....P.E.I	457 17	150 00	16 00	12 00
Olinville	Sunbury & Queen's..N.B	11 94	12 00		
Oliphant	Bruce, N.R..... ....O	27 25	16 00		
Olive	Macdonald.....M	27 12	24 00		
Oliver	Oxford, N.R.....O	11 00	12 00		
Oliver	Stanstead.....Q	81 86	76 00		
Oliver	Colchester.....N.S	34 00	16 00		
Oliver's Ferry	Lanark, S.R.....O	66 36	28 00	6 00	
Olivet	Wellington, N.R.....O	124 16	56 00		
Olscamp	Champlain.....Q	24 00	12 00		
Ompah	Addington.....O	140 71	70 00		
Oneida	Haldimand & Monck..O	18 00	16 00		
O'Neil	Westmoreland.....N.B	9 98	10 00		
Onion Lake	Sask	81 18	40 00		
Onslow Mountain	Colchester.....N.S	8 98	12 00		
Onslow Station	Colchester.....N.S	95 46	50 00		
Opawaka	Lisgar.....M	5 00	12 00		
Opemican	Pontiac.....Q	22 46	27 00		
Ophir	Algoma.....O	78 00	32 00	2 00	
Orange Ridge	Macdonald.....M	41 00	30 00		
Orange Valley	Muskoka & Parry Sd..O	12 00	12 00		
*Oranmore	Muskoka & Parry Sd..O		2 00		
Oregon Glen	Victoria .....N.S	12 20	10 00		
Orchard	Grey, S.R.....O	103 47	48 00		
†Orchard Beach	York, N.R.....O	55 00	12 00		
Oriel	Oxford, S.R.....O	25 50	16 00		
Orkney	Wentworth N. & Brant.O	88 00	44 00		
Orland	Northumberland, E.R.O	52 68	44 00		
Orleans	Russell .....O	165 95	66 00	6 00	
Ormond	Dundas .....O	144 88	64 00		
Ormsby	Hastings, N.R.....O	151 26	110 00	2 00	
Ormstown Station	Châteauguay.....Q	149 00	56 00		
Oro Station	Simcoe, E.R.....O	135 00	40 00		
Orr Lake	Simcoe, E.R.....O	42 98	28 00		
Orrwold	Marquette .....M	9 98	20 00		
Orton	Wellington, C.R.....O	177 29	70 00		
Ortonville	Victoria.....N.B	59 00	16 00		
Orwell	Queen's East.....P.E.I	243 49	60 00	30 00	
Orwell Cove	Queen's East.....P.E.I	47 92	20 00		
Osaca	Durham, E.R.....O	21 00	20 00		
Osborne	Lambton, W.R.....O	95 82	56 00		
Osler	Sask	191 56	44 00		
Osman	Middlesex, W.R.....O	30 00	12 00		
Oso Station	Addington.....O	70 00	40 00		
‡Osoyoos	Yale & Cariboo.....B.C		3 33	3 33	
Ospringe	Wellington, S.R.....O	206 02	90 00		
Ossian	Lambton, W.R.....O	16 11	12 00		
Ostoboning	Pontiac.....Q	110 00	40 00		
Ostrander	Norfolk, N.R.....O	78 72	50 00		

*Closed 1-9-'01. †Summer office opened 17-6-'02. ‡Closed 1-10-'01. **Closed 1-4-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
Ostrea Lake	Halifax.....N.S	17 80	12 00		
O'Sullivan's Corners	York, E.R.....O	80 34	50 00		
Oswald	Selkirk.....M	88 90	36 00		
Otis	Chicoutimi & Saguenay.Q	13 50	10 00		
Ottawa West	Carleton.....O	26 25	12 00		
Otter	New Westminster....B.C	15 00	20 00		
Otter Brook	Co'chester.....N.S	64 00	24 00		
Otter Creek	Hastings E.R.....O	18 32	12 00		
Otterburne	Provencher.....M	141 63	70 00	24 00	
Otter Lake	Pontiac.....Q	261 00	90 00	12 00	
Otter Point	Vancouver.....B.C	21 04	20 00		
Otthon	.....Assa. East	10 00	12 00		
Otto	Selkirk.....M	42 14	16 00		
Ouiatchouan	Chicoutimi & Saguenay Q	78 65	16 00		
Ouimet	Algoma.....O	8 50			
Oungah	Kent.....O	60 00	30 00		
Oustic	Wellington, S.R.....O	73 92	56 00		
Outlet	Leeds, S.R.....O	23 93	14 00		
Outram	Annapolis.....N.S	21 50	16 00		
Outremont	Jacques Cartier.....Q	244 00	40 00		
Outremont Junction	Jacques Cartier.....Q	102 98	48 00		
Ouvry	Kent.....O	103 00	44 00		
Overstone	Provencher.....M	32 88	10 00		
Overton	Lennox.....O	9 00	12 00		
Overton	Yarmouth.....N.S	23 50	12 00		
Owl's Head Harbour	Halifax.....N.S	50 98	24 00		
Oxenden	Grey, N.R.....O	135 97	56 00	4 00	
*Oxford, Centre	Oxford, S.R.....O	34 00	12 00		
Oxford Junction	Cumberland.....N.S	91 25	50 00		
Oxford Station	Grenville, N.R.....O	71 86	32 00		
Oxley	Essex, S.R.....O	107 00	40 00		
Oxmead	Grey, E.R.....O	43 50	20 00		
Oyster Bed Bridge	Queen's East.....P.E.I	33 94	20 00		
Oyster Ponds	Guysborough.....N.S	18 00	12 00		
PAARDEBERG	York, N.R.....O	33 70	9 00		
Painchaud	Mégantic.....Q	5 00	12 00		
Painsec	Westmoreland.....N.B	8 98	12 00		
Painswick	Simcoe, S.R.....O	94 21	40 00		
Pakan	.....Alta	52 85	16 00		
Palmer Rapids	Renfrew, S.R.....O	90 08	40 00		
Palmer Road	Prince West.....P.E.I	20 00	12 00		
Palmyra	Elgin, W.R.....O	209 25	90 00		
Panima	.....Alta	16 21	14 00		
Panmure	Lanark, N.R.....O	69 66	44 00		
Paquette Station	Essex, N.R.....O	31 98	12 00		
Paquetville	Gloucester.....N.B	29 13	16 00		
Parc Laval	Laval.....Q	38 92	28 00		
Paré	Portneuf.....Q	89 67	44 00		
Parents	Victoria.....N.B	34 90	20 00		
Parham	Addington.....O	153 48	84 00	2 00	
Parisville	Lotbinière.....Q	85 50	30 00		
Parkbeg	.....Assa. West		30 00		
Park Corner	Queen's West.....P.E.I	30 50	16 00		
†Parkdale	Lunenburg.....N.S	45 00	20 00		
Parkdale	Selkirk.....M	11 92	16 00		

Credit for new office not yet opened. * Re-opened 1-1-02. † Late Fosters.

APPENDIX D—*Continued.*

NON-ACCOUNTING POST OFFICES—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Parker	Wellington, C.R. ... O	130 00	60 00	...	...
Parker Road	Kings ... N.S	2 50	10 00	...	...
Parker's Cove	Annapolis ... N.S	12 50	12 00	...	...
Parker's Ridge	York ... N.B	19 96	16 00	...	...
Park Head	Bruce, N.R ... O	134 87	72 00	...	...
Parkhouse	Hastings, E.R ... O	12 20	12 00	...	...
Parkhurst	Lotbinière ... Q	65 40	28 00	16 00	...
Parkin	Assa. East	7 98	12 00	...	...
Parkindale	Albert ... N.B	21 70	12 00	...	...
Parkinson	Algoma ... O	17 65	12 00	...	...
Park's Creek	Lunenburg ... N.S	63 98	24 00	...	...
Parksville	Vancouver ... B.C	49 54	30 00	4 00	...
Parlee Settlement	Kings ... N.B	12 00	12 00	...	...
Parma	Lennox ... O	38 38	30 00	6 00	...
Parrsboro' Shore	Cumberland ... N.S	25 00	12 00	...	...
Passekeag	Kings ... N.B	27 90	20 00	...	...
Pasqua	Assa. West	70 72	28 00	...	††11 67
Paterson	Yale & Cariboo ... B.C	51 20	24 00	...	...
Patterson Settlement	Sunbury & Queen's ... N.B	18 98	16 00	...	...
Paudash	Peterboro', E.R ... O	13 00	11 00	...	...
Pauline	Rouville ... Q	74 00	40 00	...	...
Pavilion	Yale & Cariboo ... B.C	114 70	50 00	...	...
Payne Settlement	Victoria ... N.B	17 84	12 00	...	...
Peabody	Grey, N.R ... O	58 00	36 00	...	...
Peachland	Yale & Cariboo ... B.C	225 96	100 00	...	...
Peake Station	King's ... P.E.I	79 50	40 00	8 00	...
Pearceley	Muskoka & Parry Sd. .O	14 00	12 00	...	...
Pearceton	Missisquoi ... Q	42 90	30 00	...	...
Peardonville	New Westminster ... B.C.	19 20	20 00	...	...
†Pearl Lake	Quebec ... Q	12 00	2 50	...	...
Pearsonville	King's ... N.B	18 25	12 00	...	...
Peas Brook	Guysborough ... N.S	24 50	12 00	...	6 00
Peebles	Oxford, S.R ... O	24 79	16 00	...	...
Peel	Carleton ... N.B	132 15	56 00	§36 00	...
Peepabun	Wellington, N.R ... O	11 00	12 00	...	...
Pefferlaw	York, N.R ... O	142 00	56 00	...	...
Peggy's Cove	Halifax ... N.S	23 50	14 00	...	...
Peguis	Selkirk ... M	37 00	18 00	10 00	...
Pekisko	Alta	92 14	50 00	...	...
Pelee Island, North	Essex, S.R ... O	138 94	40 00	...	...
Pelee Island, South	Essex, S.R ... O	44 96	28 00	...	...
Pelham Centre	Lincoln & Niagara ... O	208 75	70 00	...	...
Pelham Union	Lincoln & Niagara ... O	15 00	16 00	...	...
Pelletier Mills	Victoria ... N.B	48 80	12 00	...	...
Pelly	Yukon District ...	69 20	*	...	...
*Pemberton Meadows	Yale & Cariboo ... B.C	5 00	8 34	...	...
Pembroke	Hants ... N.S	48 98	24 00	...	...
Pembroke	Carleton ... N.B	5 00	10 00	...	...
Pembroke Shore	Yarmouth ... N.S	5 50	12 00	...	...
Penasa	Lisgar ... M	21 08	16 00	...	...
Pendennis	Brandon ... M	11 00	24 00	...	...
Pender Island	Vancouver ... B.C	56 99	40 00	...	...
Pengarth	Assa. West	15 20	16 00	...	...
Penhold	Alta	204 43	84 00	...	...
Peniac	York ... N.B	42 00	16 00	...	...
Peninsula Gaspé	Gaspé ... Q	152 50	48 00	...	...
Peninsula Lake	Muskoka & Parry Sd. .O	25 00	24 00	...	...

* Closed 30-11-'01. † Opened 1-4-'02. * Salary, etc., entered in Auditor General's Report.
†† Including $1.67 arrears. § Including $8 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
§Peninsular Park	Simcoe, S.R.....O	.....	0 80	.....	.....
Pennant	Halifax.....N.S	9 00	12 00	.....	6 00
Pennfield	Charlotte.....N.B	54 02	30 00	.....	.....
Pennfield Centre	Charlotte.....N.B	48 30	32 00	.....	.....
Pennfield Ridge	Charlotte.....N.B	100 00	44 00	30 00	.....
Penrith	Brandon.....M	27 74	20 00	.....	.....
Pense	.....Assa. West	380 01	110 00	14 00	**17 50
Pentecost River	Chicoutimi & Saguenay.Q	34 96	28 00	8 00	.....
Penticton	Yale & Cariboo...B.C	373 35	220 00	198 20	20 00
Pentland	Wellington, C.R.....O	8 00	12 00	.....	.....
Penville	Simcoe, S.R.....O	59 64	36 00	.....	.....
Perch Station	Lambton, W.R.....O	15 00	14 00	.....	.....
‡Percival	.....Assa. East	16 00	1 52	10 59	.....
Percy	.....Assa. East	161 26	72 00	.....	.....
Peribonca	Chicoutimi & Saguenay.Q	73 14	20 00	.....	.....
Perivale	Algoma.....O	16 90	12 00	.....	.....
Perkins	Wright.....Q	155 48	60 00	.....	.....
Perley	.....Assa. East	5 20	12 00	.....	.....
Perm	Simcoe, S.R.....O	110 66	50 00	.....	.....
Perrault	Renfrew, S.R.....O	17 94	12 00	.....	.....
Perretton	Renfrew, N.R.....O	26 00	16 00	.....	.....
Perott Settlement	Annapolis.....N.S	6 00	12 00	.....	.....
Perryboro'	Compton.....Q	31 00	20 00	.....	.....
Perry Settlement	Kings.....N.B	7 00	12 00	.....	.....
Perry Station	Haldimand & Monck..O	89 00	36 00	.....	.....
Perry's Point	Kings.....N.B	167 96	40 00	.....	.....
Perrytown	Durham, E.R.....O	44 92	30 00	.....	.....
Perryville	Queens.....N.B	14 00	8 00	.....	.....
Perth Road	Addington.....O	136 32	50 00	4 00	.....
Perthuis	Portneuf.....Q	55 70	24 00	.....	1 50
Petawawa	Renfrew, N.R.....O	18 98	20 00	.....	.....
Peter's Brook	Victoria.....N.S	12 00	12 00	.....	.....
Petersburg	Waterloo, S.R.....O	183 59	110 00	52 00	.....
Peter's Mills	Kent.....N.B	13 00	12 00	.....	.....
Peterson's Corners	Victoria, N.R.....O	9 00	12 00	.....	.....
Peter's Road	Queens East.....P.E.I	121 46	44 00	.....	.....
Petersville	Sunbury & Queens..N.B	23 98	12 00	.....	.....
Petersville Church	Sunbury & Queens..N.B	23 98	22 00	.....	.....
Peterville	Prince West.....P.E.I	8 00	12 00	.....	.....
Petherton	Wellington, N.R.....O	94 00	40 00	.....	.....
Petit Bonaventure	Bonaventure.....Q	30 70	16 00	.....	.....
Petit Brûlé	Two Mountains.....Q	47 00	24 00	.....	.....
Petit Cap	Gaspé.....Q	13 00	12 00	.....	12 00
Petite de Grat Bridge	Richmond.....N.S	38 00	20 00	.....	.....
Petite Lamèque	Gloucester.....N.B	43 90	20 00	.....	.....
Petite Madeleine	Gaspé.....Q	43 00	14 00	.....	.....
Petite Mascouche	Terrebonne.....Q	39 20	16 00	.....	.....
Petite Matane	Rimouski.....Q	105 66	65 00	.....	12 00
Petite Rivière	Two Mountains.....Q	39 50	20 00	.....	.....
Petite Rivière Bridge	Lunenburg.....N.S	313 40	108 00	2 00	.....
Petit Saguenay	Chicoutimi & Saguenay.Q	11 90	12 00	.....	.....
Petite Vallée	Gaspé.....Q	16 16	12 00	.....	.....
Petit Village	Beauce.....Q	65 70	28 00	.....	.....
Petits Méchins	Rimouski.....Q	50 55	24 00	.....	6 00
Petpeswick Harbour	Halifax.....N.S	12 94	12 00	.....	.....
Petrel	Macdonald.....M	96 00	40 00	6 00	.....
Pettapiece	Marquette.....M	154 20	48 00	2 00	.....

‡ Opened 15-5-02. § Summer office. | Including $6 arrears. **Including $2.50 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Pettigrew Settlement	Cumberland N.S	36 50	12 00		
Petworth	Addington O	39 86	16 00		
Pevensey	Muskoka & Parry Sd O	11 98	12 00		
Peveril	Vaudreuil Q	55 60	42 00		
Pheasant Forks	Assa. East	183 42	80 00		
Phillips	Yale & Cariboo B.C	120 41	30 00		
Phillipsburg West	Waterloo, S.R O	122 34	56 00		
Phillipston	Hastings, E.R O	2 00	12 80		
Piccadilly	Kings N.B	11 00	12 00		
Pictou Island	Pictou N.S	17 85	18 00		
Pictou Landing	Pictou N.S	134 84	52 00	2 00	
Pictou Road	Guysborough N.S	13 00	12 00		
Pidgeon	Mégantic Q	19 20	10 00		
Piedmont	Terrebonne Q	68 00	24 00		
Piedmont Valley	Pictou N.S	50 55	18 00		
Pierreville Mills	Yamaska Q	205 00	68 00		
Pierston	King's N.B	24 20	12 00		
Pigeon Bluff	Selkirk M	8 20	12 00		
†Pigeon Hill	Gloucester N.B	10 00	1 67		
Pigeon Hill	Missisquoi Q	71 48	30 00		
Pigeon Lake	Selkirk M	72 33	48 00		
Pike Bay	Bruce, N.R O	60 90	28 00		
Pike Creek	Essex, N.R O	18 00	24 00		
Pike River	Missisquoi Q	86 90	50 00		
Pincourt	Terrebonne Q	15 00	16 00		
Pine Dale	Ontario, N.R O	52 00	24 00		
Pine Grove	York, W.R O	77 00	36 00		
Pine Hill	Argenteuil Q	34 00	16 00		
Pinehurst	Kent O	18 00	12 00		
Pine Lake	Alta	137 25	50 00		
Pine Orchard	Ontario, W.R O	47 00	28 00		
Pine Ridge	Kent N.B	80 00	24 00	4 00	
Pine River	Bruce, W.R O	76 68	40 00		
Pinette	Queen's East P.E.I	34 50	20 00		
Pine Tree	Pictou N.S	26 70	12 00		
Pinevale	Antigonishe N.S	6 00	12 00		
Pine Valley	Provencher M	33 73	12 00		
Pine Wood	Algoma O	155 53	30 00		
Pinkney's Point	Yarmouth N.S	8 98	10 00		
Pintendre	Lévis Q	41 70	12 00		
Pioneer	Carleton N.B	15 97	12 00		
*Pioneer	Assa. West	9 00	12 00		
Piopolis	Compton Q	84 32	48 00	4 00	10 00
Piper Glen	Inverness N.S	11 98	12 00		
Piper's Cove	Cape Breton N.S	4 96	12 00		
Piperville	Russell O	34 78	24 00		
Pisquid	Queen's East P.E.I	12 01	12 00		
Pitcher's Farm	Antigonishe N.S	16 00	12 00		
Pitt's Ferry	Frontenac O	22 96	20 00		
Pittston	Grenville, S.R O	141 92	54 00		
Piusville	Prince West P.E.I	12 00	12 00		
Piusville Station	Prince West P.E.I	44 94	16 00	2 00	
Plainfield	Hastings, E.R O	127 96	56 00		
Plainfield	Pictou N.S	31 00	20 00		
Plainville	Northumberland, W.R.O	97 81	48 00		
Plaisance	Labelle Q	124 72	44 00		
Plaister Mines	Victoria N.S	11 96	12 00		
Plaster Rock	Victoria N.B	146 10	46 00		

* Closed 1-4-'02. † Opened 1-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts
Plamondon's Mills	Richmond & Wolfe.	Q 48 16	24 00		
Plantagenet Springs	Prescott	O 128 15	60 00		
Playfair	Lanark, S.R.	O 41 88	24 00		
Pleasant Bay	Inverness	N.S 64 72	24 00	2 00	
Pleasant Grove	Queen's East	P.E.I 11 00	12 00		
Pleasant Harbour	Halifax	N.S 76 89	24 00		
Pleasant Hills	Colchester	N.S 11 98	12 00		
Pleasant Home	Selkirk	M 111 15	54 00		
Pleasant Lake	Yarmouth	N.S 95 64	45 00		
Pleasant Mount	Albert	N.B 29 00	12 00		
Pleasant Point	Halifax	N.S 27 96	16 00		
Pleasant Point	St. John	N.B 40 96	24 00		
Pleasant Point	Victoria, N R.	O 18 25	10 00		
Pleasant Ridge	Charlotte	N.B 10 00	12 00		
Pleasant River	Shelburne & Queen's	N.S 107 00	49 00	2 00	
Pleasant Vale	Albert	N.B 35 75	16 00		
Pleasant Valley	Pictou	N.S 11 75	12 00		
Pleasant Valley	Yarmouth	N.S 26 25	16 00		
Pleasant Valley	Dundas	O 21 94	20 00		
Pleasant Valley		Sask 88 88	24 00		
Pleasant Valley Corner	Yarmouth	N.S 38 68	16 00		
Pleasantville	Lunenburg	N.S 108 78	40 00		
Plourd	Victoria	N.B 27 00	12 00		
Plum Hollow	Leeds, S.R.	O 116 00	50 00		
Plumweseep	King's	N.B 10 98	12 00		
Plymouth	Yarmouth	N.S 53 55	20 00		
Plymouth	Carleton	N.B 19 00	12 00		
Plymouth Road	Pictou	N.S 11 12	12 00		
Plympton	Macdonald	M 47 65	20 00	2 00	
Plymton	Digby	N.S 163 48	64 00		
Plymton Station	Digby	N.S 17 00	12 00		
Pockshaw	Gloucester	N.B 17 00	12 00		
Pointe Aconi	Cape Breton	N.S 12 00	12 00		
Point Alexander	Renfrew, N.R.	O 96 84	40 00		
Point au Car	Northumberland	N.B 15 00	12 00		
Point Clear	Victoria	N.S 8 94	12 00		
Point Comfort	Wright	Q 25 00	12 00		
Point Cross	Inverness	N.S 68 23	24 00		6 00
Pointe de Roche	Queen's East	P.E.I 9 00	12 00		
Point du Jour	St. Hyacinthe	Q 9 00	12 00		
Point Edward	Cape Breton	N.S 7 50	8 80		
Point Elma	Assa. West	31 00	12 00		
Point Escuminac	Northumberland	N.B 19 96	12 00		
Point Kaye	Simcoe, E.R.	O 82 80	36 00		
Point la Nim	Restigouche	N.B 49 00	24 00		
Point Michaud	Richmond	N.S 19 00	12 00		
Point du Cape	Antigonishe	N.S 4 00	10 00		
Point Peter	Prince Edward	O 4 00	12 00		
Point Platon	Lotbinière	Q 69 20	30 00		12 00
Point Poplar	King's	P.E.I 11 11	12 00		
Point Prim	Queen's East	P.E.I 18 10	12 00		
Point St. Peter	Gaspé	Q 133 00	72 00		12 00
Point Sapin	Kent	N.B 44 00	20 00		
Point Traverse	Prince Edward	O 19 90	16 00		
Point Wolfe	Albert	N.B 106 00	36 00		
Pointe à Calumet	Two Mountains	Q 21 70	12 00		
Pointe à la Frégate	Gaspé	Q 11 00	12 00		
Pointe à la Garde	Bonaventure	Q 55 00	16 00		

Closed 1-4-'02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pointe au Baril	Muskoka & Parry Sd.	O	15 00	12 00		
Pointe au Boisvert	Chicoutimi & Saguenay	Q	9 96	10 00		
Pointe au Bouleau	Chicoutimi & Saguenay	Q	37 06	24 00	4 00	
Pointe au Chêne	Argenteuil	Q	161 00	72 00	8 00	
Pointe au Goémou	Gaspé	Q	26 00	16 00		6 00
Pointe aux Anglais	Chicoutimi & Saguenay	Q	17 20	12 00		
Pointe aux Orignaux	Kamouraska	Q	53 86	36 00		
†Pointe aux Outardes	Chicoutimi & Saguenay	Q	14 17	8 33		
*Pointe aux Trembles Ouest	Portneuf	Q	42 00	10 00		
Pointe Basse	Gaspé	Q	26 00	16 00		
Pointe Bleue	Chicoutimi & Saguenay	Q	37 20	16 00		
Pointe des Monts	Chicoutimi & Saguenay	Q	15 20	12 00		
Pointe des Roches	Charlevoix	Q	‡6 00			
Pointe du Chêne	Westmorand	N.B	192 00	80 00		
Pointe du Lac	Three Riv. & St. Maurice	Q	169 60	64 00		
*Pointe St. Anne des Monts	Gaspé	Q	9 83	3 33		
Poirier	Kent	N.B	8 96	12 00		
Poirierville	Richmond	N.S	52 94	24 00		
Poitras	Victoria	N.B	14 94	12 00		
Poland	Lanark, N.R.	O	42 98	20 00		
Pollet's Cove	Inverness	N.S	9 00	12 00		
Pollett River	Westmoreland	N.B	85 00	32 00		
Polleyhurst	Sunbury & Queen's	N.B	31 98	24 00		
Polmont	Northumberland, E.R.	O	18 73	12 00		
Polson's Brook	Antigonishe	N.S	11 00	12 00		
Poltimore	Labelle	Q	96 90	36 00		
Pomeroy	Lisgar	M	3 00	12 00		
Pomeroy Ridge	Charlotte	N.B	15 92	12 00		
Pomona	Grey, S.R.	O	12 00	16 00		
Pomquet	Antigonishe	N.S	76 65	30 00	2 00	
Pomquet Station	Antigonishe	N.S	27 85	12 00		
Pond Mills	Middlesex, S.R.	O	20 50	18 00		
Ponds	Pictou	N.S	53 82	16 00		
Ponsonby	Wellington, C.R.	O	62 00	20 00		
Pont Briand	Mégantic	Q	69 20	20 00		
Pont Chateau	Soulanges	Q	96 50	36 00	4 00	
Pont Viau	Laval	Q	30 00	20 00		
Poodiac	King's	N.B	12 20	12 00		
Poole	Perth, N.R.	O	151 96	64 00		
Poole's Resort	Leeds, S.R.	O	139 85	64 00		
Pope's Harbour	Halifax	N.S	54 00	20 00		
Poplar	Algoma	O	37 96	24 00		
Poplar Dale	Algoma	O	4 00	16 00		
Poplar Grove	Prince West	P.E.I	25 00	12 00		
Poplar Grove	Assa. East		39 96	20 00		
Poplar Hill	Middlesex, S.R.	O	170 29	64 00		
Poplar Park	Selkirk	M	30 60	16 00		
Poplar Point	Macdonald	M	329 65	140 00	4 00	
Poquiock	York	N.B	68 42	36 00	2 00	
Portage de la Nation	Labelle	Q	68 00	30 00		
Portage River	Northumberland	N.B	15 00	12 00		
Portal	Bruce, E.R.	O	25 98	16 00		
Port Albert	Huron, W.R.	O	132 75	56 00		
Port Alma	Kent	O	51 94	36 00		
Portapique	Colchester	N.S	87 05	50 00		
Portapique Mountain	Colchester	N.S	29 68	16 00		
Port au Persil	Charlevoix	Q	70 50	24 00		10 00

+Summer office. *Opened 1-7-'01. †Opened 1-9-'01. ‡Credit for new office not yet opened.
** Opened 1-3-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Port Ban	Inverness ..... N.S	6 00	12 00		
Port Beckerton	Guysborough. ..... N.S	85 00	30 00	2 00	
Port Bevis	Victoria ..... N.S	18 00	12 00		
Port Bruce	Elgin, E.R ..... O	48 11	24 00		
Port Caledonia	Cape Breton ..... N.S	40 02	24 00		
Port Clyde	Shelburne & Queen's N.S	176 60	80 00		
Port Cockburn	Muskoka & Parry Sd.. O	127 00	50 00		
Port Daniel, Centre	Bonaventure ..... Q	178 08	60 00		12 00
Port Daniel, West	Bonaventure ..... Q	113 00	48 00		18 00
Port Dufferin	Halifax ..... N.S	101 68	40 00		
Port Elmsley	Lanark, S.R ..... O	92 05	52 00		
Porter's	St. John ..... N.B	11 20	12 00		
Porter's Hill	Huron, W.R ..... O	79 37	40 00		
Porter's Lake	Halifax ..... N.S	20 75	14 00		
Port Félix	Guysborough ..... N.S	53 00	24 00		
Port Franks	Lambton, E.R ..... O	27 89	12 00		
Port George	Annapolis ..... N.S	238 95	115 00		
Port Granby	Durham, W.R ..... O	57 29	24 00		
Port Guichon	New Westminster .. B.C	149 75	70 00		
Port Hill	Prince West ..... P.E.I	138 01	60 00		12 00
Port Hillford	Guysborough ..... N.S	113 08	54 00		
Port Hood Island	Inverness ..... N.S	27 00	20 00		
*Port Hood Mines	Inverness ..... N.S	83 80	16 00		10 00
Port Joli	Shelburne & Queen's. N.S	98 40	36 00	2 00	
†Port Keewaydin	Simcoe, E.R ..... O	83 00	24 00		
Port Kells	New Westminster .. B.C	32 16	20 00		
Port Kusam	Vancouver ..... B.C	30 00	20 00		
Port Law	Grey, S.R ..... O	70 51	45 00		
Port Lewis	Huntingdon ..... Q	36 30	30 00		
Port Lock	Algoma ..... O	62 92	40 00		
Port Maitland	Haldimand & Monck.. O	56 00	20 00		
Port Malcolm	Richmond ..... N.S	32 92	16 00		
Port Milford	Prince Edward ..... O	27 00	20 00		
Port Mouton	Shelburne ..... N.S	199 05	70 00	2 00	
Port Nelson	Halton ..... O	144 00	80 00		
Port Neville	Burrard ..... B.C	15 00	20 00		
Porton	Carleton ..... N.B	14 00	12 00		
Port Philip	Cumberland ..... N.S	84 00	40 00		
Port Renfrew	Vancouver ..... B.C	74 66	40 00		
Port Richmond	Richmond ..... N.S	15 98	12 00		
Port Royal	Norfolk, S.R ..... O	36 00	23 30		
Port Royal	Richmond ..... N.S	36 00	16 00		
Port Sandfield	Simcoe, E.R ..... O	210 86	76 00		
Port Saxon	Shelburne & Queen's. N.S	40 07	16 00		
Port Severn	Simcoe, E.R ..... O	58 20	36 00		
Port Shoreham	Guysborough ..... N.S	49 50	20 00	2 00	
Port Talbot	Elgin, W.R ..... O	20 94	12 00		
Portuguese Cove	Halifax ..... N.S	14 70	12 00		
Port Union	Ontario, W R ..... O	38 40	16 00		
Port Whitby	Ontario, S.R ..... O	175 00	56 00		
‡Pottageville	York, N.R ..... O		5 05		
Potvin	Lotbinière ..... Q	22 00	12 00		
Poucher's Mills	Hastings, E.R ..... O	84 70	44 00	6 00	
Poulamond	Richmond ..... N.S	74 00	48 00		
Poupore	Labelle ..... Q	18 94	16 00		
Powell	Lanark, N.R ..... O	11 00	12 00		
Powerscourt	Huntingdon ..... Q	51 53	20 00		
Power's Creek	Victoria ..... N.B	13 94	12 00	2 00	

* Late Seaside. † Summer office. ‡ Closed 24-10-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Powle's Corners	Victoria, N.R. O	73 50	40 00		
Pownall	Queen's East P.E.I	118 94	64 00	8 00	
Prairie Grove	Selkirk M	17 21	12 00		
Precious Corners	Northumberland, W.R. O	253 42	70 00		
Pré d'en haut	Westmoreland N.B	15 00	12 00		
Preneveau	Peterborough, E.R. O	42 94	16 00	6 00	
Presqu'Isle	Grey, N.R. O	38 20	24 00	4 00	
Preston	Halifax N.S	9 96	12 00		
Preston Road	Halifax N.S	18 00	12 00		
Preston Vale	Lanark, S.R. O	36 00	20 00		
Pretty River Valley	Grey, E.R. O	31 41	20 00		
Priceburgh	Victoria N.B	5 00	12 00		
Price's Corner	Simcoe, E.R. O	35 50	20 00		
Priddis	Alta	33 84	16 00		
Primeauville	Chateauguay Q	177 24	72 00	2 00	
Primrose	Cardwell O	92 90	58 00	12 00	
Prince Albert	Ontario, S.R O	229 68	100 00		
Prince Albert	Annapolis N.S	20 03	20 00		
Prince Dale	Annapolis N.S	21 00	16 60		
Prince of Wales	St. John N.B	18 40	12 00		
Princeport	Colchester N.S	47 92	24 00		
Princess	Brandon M	14 00	16 00		
Prince's Lodge	Halifax N.S	27 50	12 00		
Princetown	Prince East P.E.I	210 56	80 00		
Princeville	Inverness N.S	12 00	12 00		
Prince William	York N.B	112 92	44 00		
Prince William Station	York N.B	65 00	44 00	20 00	
Prinyer	Prince Edward O	54 97	28 00		
Prospect	Lanark, S.R. O	102 01	48 00		
Prospect	Halifax N.S	59 84	30 00		
Prospect Hill	Perth, S.R. O	160 00	48 00		
Prosperity	Huron, W.R. O	20 00	12 00		
Prosperity	Assa. East	60 28	20 00		
Prosser Brook	Albert N.B	27 96	12 00		
Protectionville	Northumberland N.B	23 00	12 00		
Proton Station	Grey, E.R. O	249 55	96 00	24 00	
Proulxville	Champlain Q	224 00	72 00		
Providence	Beauce Q	47 00	30 00		
Providence Bay	Algoma O	295 74	100 00	4 00	
Province Hill	Brome Q	11 00	16 00		
Public Landing	King's N.B	32 00	16 00		
Pubnico Beach	Shelburne & Queen's N.S	20 00	16 00		
Puce	Essex, N.R. O	59 00	42 00		
Puckahn	Sask	25 96	16 00		
Puellering	Kent N.B	11 96	12 00		
Pugwash Junction	Cumberland N.S	103 32	50 00	20 00	
Pugwash River	Cumberland N.S	23 00	16 00		
Purbrook	Ontario, N.R. O	27 04	24 00		
Purdy	Hastings, N.R. O	23 21	12 00		
Purlbrook	Antigonishe N.S	12 53	12 00		
Purple Grove	Bruce, S.R. O	13 96	12 00		
Purple Hill	Durham, W.R. O	20 00	12 00		
Purple Ridge	Macdonald M	6 00	16 00		
Purple Valley	Bruce, N.R. O	52 98	24 00		
Purpleville	York, W.R. O	22 50	20 00		
*Pusey	Peterboro', E.R. O	130 70	5 00	1 00	
Putnam	Middlesex, E.R. O	70 02	36 00	24 00	

* Opened 1-1-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
QUACO ROAD	St. John N.B	6 50	12 00		
Quai de Rimouski	Remonski Q	105 25	48 00		
†Quamichan	Vancouver B.C	105 56	55 00		
Quathiaski Cove	Burrard B C	55 16	36 00		
Quatsino	Vancouver B.C	50 25	30 00		
Queen Hill	Bruce, W.R O	24 00	20 00		
Queen's Line	Renfrew, N.R O	49 70	24 00		
Queensport	Guysborough N.S	117 00	48 00		12 00
Queenstown	Sunbury & Queen's N.B	41 60	16 00		
Queen's Valley	Selkirk M	23 46	12 00		
Queensville	Inverness N.S	11 90	12 00		
Queensville	King's N.B	9 00	12 00		
Querry	Bonaventure Q	18 00	12 00		
Quesnel Forks	Yale & Cariboo B.C	159 20	115 00		
Quilchena	Yale & Cariboo B.C	92 25	36 00	3 00	
Quilty	Renfrew, S.R O	14 90	12 00		
Quinan	Yarmouth N.S	46 00	16 00		
Quinn	Kent O	53 00	48 00		
Quinnville	Wright Q	24 68	16 00		
Quisp amsis	King's N.B	34 50	18 00		
RABBIT POINT	Selkirk M	29 00	12 00		
Racine	Shefford Q	141 50	70 00	8 00	
Radford	Pontiac Q	71 90	24 00		
Radnor Forges	Champlain Q	200 00	100 00		
Radstock	Joliette Q	63 43	28 00		
Radway	Selkirk M	52 06	20 00		
Ragged Rapids	Victoria, N.R O	11 00	12 00		
Raglan	Ontario, S.R O	145 88	76 00		
Railton	Addington O	229 40	80 00		
Rainham	Haldimand & Monck O	105 06	60 00		
Rainham Centre	Haldimand & Monck O	98 00	40 00		
Ralph	Pontiac Q	43 79	20 00		
Ralphtown	Brandon M	55 82	36 00		
Rama	Ontario, N.R O	162 99	76 00		
Ramona	Ontario, N.R O	31 68	12 00		
Ramsay	Colchester N.S	6 00	10 00		
Ramsey's Corners	Russell O	42 20	20 00		
Ranchvale	Marquette M	72 50	24 00		
Randboro'	Compton Q	82 00	36 00		
Randolph	St. John N.B	66 78	30 00		
Randolph	Simcoe, E.R O	82 40	24 00		
Randwick	Simcoe, S.R O	65 75	20 00		
Ranelagh	Oxford, S.R O	101 36	44 00		
Rankin	Renfrew, N.R O	42 14	20 00		
Rannoch	Perth, S.R O	46 00	16 00		
Rapide de Femme	Victoria N.B	2 40	10 00		
Rapide de l'Orignal	Wright Q	134 60	50 00	2 00	
Rapides des Joachims	Pontiac Q	317 91	90 00	30 00	
Rapid River	Algoma O	46 18	32 00		
Rathburn	Ontario, N.R O	50 00	30 00		
Ratter's Corner	King's N.B	7 00	12 00		
Ravenna	Grey, E.R O	186 70	80 00		
Ravenscliffe	Muskoka & Parry-Sd O	29 85	20 00		
Ravenshoe	York, N.R O	134 80	60 00		

† Closed 1-1-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ravenswood	Lambton, E.R. O	100 61	60 00		
Ravensworth	Muskoka & Parry Sd. O	140 88	60 00		
Ravignan	Dorchester Q	2 50	10 00		
§Rawcliffe	Argenteuil Q	5 00	1 67		
Rawdon	Montcalm Q	368 00	150 00	10 00	
Rawdon	Hants N.S	109 76	58 00		
Rawdon Gold Mines	Hants N.S	59 00	40 00		
Ray	Alta	17 16	12 00		
Raycroft	Lanark, N.R. O	6 70	10 00		
Raymond	Muskoka & Parry Sd. O	73 98	28 00		
Raymond	King's N.B	8 20	12 00		
Raymond	Alta	†10 00			
Reaboro'	Victoria, S.R. O	163 93	70 00	6 00	
Read	Westmoreland N.B	25 00	12 00		
Read	Hastings, E.R. O	154 94	50 00		
Reading	Wellington, C.R. O	17 50	14 00		
Read Island	Burrard B.C	43 80	20 00		
Rear Boisdale	Cape Breton N.S	7 67	4 17		
Rear of Baddeck Bay	Victoria N.S	17 48	12 00		
Rear of Ball's Creek	Cape Breton N.S	10 00	12 00		
Rear of Beaver Cove	Cape Breton N.S	12 98	12 00		
‡‡ Rear of Ben Eoin	Cape Breton N.S	3 00	11 00		
Rear of Black River	Richmond N.S	5 50	12 00		
** Rear of East Bay	Cape Breton N.S	6 00	0 83		
Rear of Little Judique	Inverness N.S	6 00	12 00		
Reay	Simcoe, E.R. O	31 93	16 00		
Rebecca	Middlesex, E.R. O	36 00	20 00		
Rectory Hill	Mégantic Q	162 00	50 00		
Red Bank	Northumberland N.B	116 89	44 00	2 00	
Red Bay	Bruce, N.R. O	32 92	24 00		
Red Deer Hill	Sask	25 16	12 00		
Red Head	St. John N.B	1 25	10 00		
Red House	Kings P.E.I	12 98	12 00		
Redgrave	Huron, E.R. O	68 53	30 00		
Redickville	Grey, E.R. O	71 08	30 00		
Red Jacket	Assa. East	89 00	30 00		13 50
Red Islands	Richmond N.S	18 00	16 00		
Red Lodge	Alta	21 00	16 00		
Red Mountain	Compton Q	31 00	16 00		
Rednersville	Prince Edward O	187 10	90 00		
Redpath	Assa. East	18 25	16 00		
†Red Pine	Gloucester N.B	28 41	8 33		
Red Point	King's P.E.I	69 00	28 00		
Red Rapids	Victoria N.B	29 00	16 00	2 00	
Red Rapids Bridge	Victoria N.B	15 94	12 00		
Red Rock	Victoria, S.R. O	20 00	16 00		
†† Redvers	Assa. East	15 00	1 00		
Red Wing	Grey, E.R. O	93 08	42 00		
Red Wood	Simcoe, E.R. O	63 19	28 00		
Reedsdale	Mégantic Q	31 94	22 00		
‡ Reed's Mines	Mégantic O	27 17	8 33		
Reed's Point	King's N.B	19 00	16 00		
Reedsville	Compton Q	39 00	24 00		
Rees	Sunbury & Queen's N.B	14 98	12 00		
Reeve Craig	Carleton O	52 48	30 00		
Reid's Mills	Dundas O	82 78	36 00		
* Reid's Station	Portneuf Q	51 91	9 17		

§ Opened 1-5-02. † Credit for new office not yet opened. ** Opened 1-6, 02. †† Opened 1-6, 02.
‡‡ Closed 1-6, 02. Opened 1-2, 02. ‡ Opened 1-9, 01. † Opened 1-9, 01. * Opened 1-8, 01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Reidway	Pictou, N.S	7 00	12 00		
Reinland	Lisgar, M	63 99	36 00		
Relessey	Cardwell, O	34 00	20 66		
Renaud's Mills	Kent, N.B	34 00	12 00		
Renforth	Wentworth N. & Brant, O	29 20	24 00		
Renfrew	Hants, N.S	50 20	12 00		
Rennie	Selkirk, M	45 47	28 00		11 67
Renton	Norfolk, N.R., O	93 00	50 00		
Repentigny	L'Assomption, Q	38 50	20 00		
* Restigouche	Bonaventure, Q	70 19	36 00		
Restoule	Muskoka & Parry Sd., O	48 90	40 00		
Reynard's Bridge	Yarmouth, N.S	13 00	12 00		
Reynolds	Northumberland, N.B	10 00	12 00		
Reynoldscroft	Shelburne & Queen's, N.S	33 00	12 00		
Reynoldston	Addington, O	23 20	16 00		
Rhode's Corner	Lunenburg, N.S	15 00	12 00		
Riceburg	Missisquoi, Q	52 50	28 00		12 00
Richardson	Charlotte, N.B	68 00	24 00		
Richardville	Mégantic, Q	132 92	44 00		
Richardville	Kent, N.B	70 00	28 00		
Richer	Provencher, M	6 20	12 00		
Richfield	Digby, N.S	13 00	12 00		
Richibucto Village	Kent, N.B	66 96	42 00		
Richland	Selkirk, M	24 80	16 00	2 00	
Richview	York, W.R., O	24 00	14 00		
Rideau Ferry	Lanark, S.R., O	117 00	28 00		
Rideau View	Russell, O	31 88	12 00		
Ridgeland	Macdonald, M	15 00	16 00		
Ridgemount	Welland, O	24 94	12 00		
Ridge Road	Sunbury & Queen's, N.B	6 00	12 00		
Ridgeville	Lincoln & Niagara, O	482 41	180 00		
Ridgeville	Provencher, M	9 00	16 00		
Riding Mountain	Macdonald, M	9 00	12 00		
Ridley	Elgin, W.R., O	41 00	24 00		
Riga	Assa. East	35 63	20 00		
Riley Brook	Victoria, N.B	88 16	40 00		
Rimington	Hastings, N.R., O	34 22	24 00		
Ringwood	Ontario, W.R., O	107 60	66 00		
Riordan	Gloucester, N.B	27 94	16 00		
Ripon	Labelle, Q	517 78	150 00	4 00	
Ritchot	Provencher, M	3 59	12 00		
Rivard's Corners	Compton, Q	10 00	12 00		
Riverbank	Wellington, C.R., O	29 52	30 00		
Riverbank	Carleton, N.B	61 88	24 00	2 00	
Riverdale	Digby, N.S	13 00	12 00		
Riverdale	Prince East, P.E.I.	6 00	12 00		
Rivière de Chute	Carleton, N.B	142 48	60 00	5 00	
River Dennis Centre	Inverness, N.S	31 99	20 00	2 00	
River Dennis Road	Inverness, N.S	12 00	12 00		
River Dennis Station	Inverness, N.S	108 50	40 00	26 00	
Riverfield	Châteauguay, Q	91 00	36 00		
River Gilbert	Beauce, Q	52 99	24 00	10 00	
River Gilbert, Gold Mines	Beauce, Q	22 20	16 00		
River Hebert	Cumberland, N.S	98 84	30 00	6 00	
River Hebert Bend	Cumberland, N.S	37 00	16 00		
River John Road	Colchester, N.S	27 00	12 00		
River Joseph	Wright, Q	32 06	12 00		
River Philip	Cumberland, N.S	152 00	50 00	24 00	

* Late Ste. Anne de Restigouche.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
River Phillip Centre	Cumberland N.S	34 60	20 00		
Riversdale	Colchester N.S	41 00	24 00	4 00	
Riversdale	Assa. East	15 00	20 00		
River Side	Albert N.B	249 00	96 00		
Riverside	Inverness N.S	3 00	12 00		
Riverside Corner	Hants N.S	51 00	32 00		
Rivers Inlet	Burrard B.C	100 98	48 00		
Riverstown	Wellington, N.R O	48 58	24 00		
Riverton	Kings P.E.I	10 50	12 00		
Riverview	Grey, E.R O	142 00	70 00		
Riverview	Cumberland N.S	15 00	12 00		
River View	Albert N.B	22 00	12 00	4 00	
Rivière à Claude	Gaspé Q	38 66	14 00		
Rivière à la Martre	Gaspé Q	33 00	12 00		
Rivière à l'Ours	Chicoutimi & Saguenay Q	9 00	12 00		
Rivère au Doré	Chicoutimi & Saguenay Q	41 20	24 00		
Rivière au Rat	Champlain Q	30 20	16 00		
Rivière aux Chiens	Montmorency Q	111 98	40 00		
Rivière aux Pins	Quebec Q	20 98	12 00		
Rivière des Caches	Northumberland N.B	41 00	36 00	2 00	
Rivière des Fèves	Châteauguay Q	18 14	12 00		
Rivière des Plantes	Beauce Q	10 00	12 00		
Rivière des Prairies	Laval Q	36 00	16 00		
Rivière du Loup, Wharf	Témiscouata Q	135 00	60 00		
Rivière du Moulin	Chicoutimi & Saguenay Q	239 84	100 00		24 00
Riviere Famine	Beauce Q	112 00	36 00		
Rivière Gagnon	Terrebonne Q	10 00	12 00		
Riviere Gentilly	Nicolet Q	95 68	48 00		10 00
Rivière Jaune	Quebec Q	18 20	16 00		
Rivière la Fleur	Montmorency Q	27 00	12 00		
Rivière la Madeleine	Gaspé Q	17 20	16 00		
Rivière Mailloux	Charlevoix Q	120 00	50 00		
Rivière Mattawin	Champlain Q	35 40	12 00		
Rivière Mékinac	Champlain Q	21 87	12 00	2 00	
Rivière Noire	Drummond & Arthab'ka Q	53 00	28 00		
Rivière Qui Barre	Alta	39 00	12 00		
Riviere Saint Jean	Saguenay Q	44 00	20 00		
Rivière Sainte Marguerite	Saguenay Q	18 45	12 00		
Rivière Sauvage	Drummond & Arthab'ka Q	9 50	18 00		
Rivière Trois Pistoles	Témiscouata Q	274 02	60 00		18 00
Rivington	Argenteuil Q	60 96	24 00		
Rivulet	Inverness N.S	13 00	12 00		
Roach's Point	York, N.R O	226 27	84 00	†2 17	
Roach Vale	Guysborough N.S	11 37	11 34		
Robb	Grey, S.R O	34 93	20 00		
Roberts Island	Yarmouth N.S	14 99	12 00		
Robertson	King's N.B	24 00	16 00		
Robertson's Point	Sunbury & Queen's N.B	11 94	12 00		
Robertville	Gloucester N.B	52 00	28 00		
‡Roberval Hotel	Chicoutimi & Saguenay Q	88 00	32 00		
Roberval Ouest	Chicoutimi & Saguenay Q	12 00	12 00		
Robichaud	Westmoreland N.B	53 00	32 00	8 00	
Robins	Richmond N.S	33 20	28 00		
Robinson's Corners	Lunenburg N.S	72 00	30 00		
Robinsonville	Restigouche N.B	32 00	12 00		
Robitaille	Bonaventure Q	224 67	72 00		
Roblin	Lennox O	137 56	54 00	4 00	
Rob Roy	Grey, E.R O	53 00	30 00		

‡Summer office. † Including 17c. arrears.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Robson	Drummond & Arthab'ka	Q 13 20	12 00		
Rocanville	Assa. East	43 90	20 00		
Rochefort	Renfrew, N.R	O 39 75	14 00	‖8 00	
Rochelle	Shefford	Q 54 25	30 00		
Rocher de la Chapelle	Montmagny	Q 27 00	12 00		
Rock Barra	King's	P.E.I 16 37	12 00		
*Rock Bay	Vancouver	B.C 75 00	10 00		
Rock Creek	Yale & Cariboo	B.C 194 50	130 00	4 00	
Rockcroft	Peterborough, E.R	O 21 20	12 00		
Rockdale	Richmond	N.S 56 00	20 00		
Rockdale	Peterborough, E.R	O 90 67	40 00		
Rockfield	Leeds, S.R	O 90 00	16 00		
Rockford	Norfolk, N.R	O 79 00	36 00		
Rockford	Yale & Cariboo	B.C 34 98	20 00		
Rock Forest	Sherbrooke	Q 48 74	32 00	4 00	
Rock Hill	Muskoka & Parry Sd	O 6 00	12 00		
Rockingham	Yarmouth	N.S 39 96	24 00		
Rockingham Station	Halifax	N.S 151 48	50 00		
Rockliffe	Nipissing	O 198 77	56 00		
Rocklin	Pictou	N.S 24 96	12 00		
Rockly	Cumberland	N.S 14 00	12 00		
Rocklyn	Grey, E.R	O 182 44	80 00	4 00	
Rockport	Leeds, S.R	O 309 51	108 00		
Rockport	Westmoreland	N.B 83 94	30 00		
Rockside	Cardwell	O 11 00	16 00		
Rock Springs	Brockville	O 120 00	50 00		
Rockville	King's	N.B 22 00	16 00		
Rockville	Yarmouth	N.S 41 55	20 00		
Rockville	Algoma	O 44 65	16 00		
Rockway Valley	Labelle	Q 27 00	12 00		
Rockwell Settlement	Cumberland	N.S 83 29	30 00	2 00	
Rocky Bay	Richmond	N.S 9 00	12 00		
Rocky Mountain	Pictou	N.S 27 96	12 00		6 00
Rocky Point	Queen's West	P.E.I 11 00	12 00		
Rocky Point	Victoria	B.C 256 00	100 00		
Rocky Saugeen	Grey, S.R	O 42 50	20 00		
Roden	Brandon	M 20 76	20 00		
Rodney	Cumberland	N.S 20 00	12 00		
Roebuck	Grenville, S.R	O 73 94	40 00		
Roger's Hill Centre	Pictou	N.S 68 92	24 00		
Rohallion	Victoria, N.R	O 13 96	16 00		
Rokeby	Lambton, E.R	O 28 00	20 00		
Rolling Dam	Charlotte	N.B 68 96	24 00		
Rolling Dam Station	Charlotte	N.B 101 38	36 00	10 00	
Rolling River	Marquette	M 8 00	12 00		
Rollo Bay	King's	P.E.I 21 00	12 00		
Rollo Bay Cross	King's	P.E.I 31 50	12 00		
Roman's Valley	Guysborough	N.S 12 04	12 00		
Romily	Cardwell	O 8 00	12 00		
Romney	Kent	O 47 20	40 00		
Rondeau	Kent	O 62 98	24 00		
Ronson	Norfolk, N.R	O 47 43	28 00		
Roome	Middlesex, S.R	O 22 00	12 00		
Rosa	Northumberland, E.R	O 26 00	30 00		
Rosanna	Oxford, S.R	O 28 00	16 00		
Rose	Cumberland	N.S 18 98	12 00		
Roseau	Provencher	M 18 20	12 00		
Rosebank	Gloucester	N.B 14 06	12 00		

* Opened 1-1-'02. ‖ Including $6 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Rose Bay	Lunenburg N.S	147 78	44 00		
Roseberry	Lisgar M	37 96	30 00		
Roseberry	Queen's East P.E.I	15 00	12 00		
Roseberry	Yale & Cariboo B.C	26 05	20 00		
Rosebud Creek	Alta	28 00	12 00		
Roseburn	Inverness N.S	12 00	12 00		
Rosedale	Inverness N.S	8 50	10 00		
Rosedale	Victoria, N.R O	15 18	16 00		
Rosedale	New Westminster B.C	45 00	20 00		
Rosedale	Carleton N.B	11 92	12 00		
Rosedene	Lincoln & Niagara O	26 50	16 00		
Rosehall	Prince Edward O	66 36	24 00		
Rosehill	Macdonald M	8 21	16 00		
Rose Hill	Prince West P.E.I	11 00	12 00		
Rose Island	Hastings, N.R O	11 94	12 00		
Roseisle	Lisgar M	65 00	24 00		
Roseland	Brandon M	21 00	12 00		
*Rosemere	Terrebonne Q	88 50	10 00	2 00	
Rosenburg	Missisquoi Q	58 01	20 00		
Rosenthal	Renfrew, S.R O	28 00	16 00		
Rosenort	Provencher M	95 88	44 00		
Rose Point	Muskoka & Parry Sd. O	$8 50			
Rosetta	Lanark, N.R O	21 98	12 00		
Rose Vale	Albert N.B	13 00	12 00		
Rose Valley	Prince East P.E.I	20 00	16 00		
Roseville	Waterloo, S.R O	115 90	60 00		
Roseville	Prince West P.E.I	23 00	16 00		
Roseway	Shelburne & Queen's N.S	53 00	28 00		
Rosewood	Provencher M	41 18	16 00		
Roskeen	Macdonald M	18 98	•18 00		
Roslin	Hastings, N.R O	164 24	68 00	2 00	
Roslin	Cumberland N.S	11 94	12 00		
Ross	Renfrew, N.R O	15 85	12 00		
Rossburn	Marquette M	171 21	60 00		
Ross Corner	Prince East P.E.I	113 14	40 00		
Ross Creek	Alta	23 75	12 00		
Rosseau Falls	Muskoka & Parry Sd. O	81 20	32 00		
Rossendale	Cumberland N.S	12 00	16 00		
Rossendale	Macdonald M	22 96	12 00		
Rosser	Selkirk M	299 62	108 00		
Rossetti	Assa. East	6 00	12 00		
†Ross Ferry	Victoria N.S	24 39	11 00	1 84	
Rossfield	Pictou N.S	13 96	12 00		
Ross Mills	Lévis Q	34 00	20 00		
Rossmore	Prince Edward O	114 50	48 00		
Ross Mount	Northumberland, W.R. O	115 40	40 00		
Rossport	Algoma O	218 55	84 00		
Rossville	York N.B	16 46	12 00		
Rossway	Digby N.S	72 50	24 00		
Rostock	Perth, N.R O	103 00	56 00		
Rothbury	Assa. East	11 00	12 00		
Rouge Hill	Ontario, W.R O	8 50	8 33		
Rougemont Station	Rouville Q	220 40	90 00		
Round Bay	Shelburne & Queen's N.S	34 00	16 00		
Round Hill	King's N.B	123 05	56 00	20 00	
Round Island	Cape Breton N.S	15 98	12 00		
Round Lake	Peterborough, E.R O	8 82	12 00		

*Opened 1-7-01. †Late Kempt Head. §Credit for new office not yet opened. Closed 1-6-02.
• Including $2 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Round Plains	Norfolk, N.R.—O	77 40	36 00		
Roundwood	Algoma—O	32 00	12 00		
Rousseau's Mills	Portneuf—Q	50 70	30 00		
Routhier	Prescott—O	71 80	32 00		
Routledge	Brandon—M	95 98	56 00		9 00
Rowan Mills	Norfolk, S.R.—O	53 60	40 00		
Rowanton	Pontiac—Q	171 18	80 00	16 00	
Rowena	Dundas—O	90 03	36 00		
Rowena	Victoria—N.B	19 00	12 00		
‡Rowland	Hastings, N.R.—O	32 83	3 33		
Rowley's	St. John—N.B	3 36	10 00		
Roxburgh	Albert—N.B	6 00	12 00		
Roxbury	Annapolis—N.S	12 00	12 00		
Roxbury	Prince West—P.E.I	19 92	12 00		
Roxham	Missisquoi—Q	14 00	12 00		
Roxton East	Shefford—Q	80 50	30 00		
Roy	Burrard—B.C	19 20	20 00		
Royal	Provencher—M	26 26	16 00		
*Royal Muskoka	Simcoe, E.R—O	60 00	12 00		
Royal Oak	Bruce, W.R.—O	17 00	18 00		
Royal Oak	Vancouver—B.C	4 92	20 00		
Royal Road	York—N.B	8 96	12 00		
Royal Road, West	York—N.B	45 00	16 00		
Royalton	Carleton—N.B	46 80	20 00		
Royston	Muskoka & Parry Sd.—O	56 11	30 00	8 00	
Ruby	Renfrew, N.R.—O	18 94	16 00		
Ruby Creek	Yale & Cariboo—B.C	166 05	66 00		
Rugby	Simcoe, E.R—O	184 10	67 00		
Ruisseau à l'Eau Chaude	Dorchester—Q	44 68	20 00		
Ruisseau à Sem	Rimouski—Q	17 20	12 00		12 00
Ruisseau Le Blanc	Bonaventure—Q	93 87	40 00		
†Ruisseau St. Georges	Montcalm—Q	10 00	1 67		
Runnymede	Bonaventure—Q	12 00	12 00		
Rupert	Wright—Q	92 78	41 00		
Rusagornis	Sunbury & Queen's—N.B	28 00	30 00	2 00	
Rusagornis Station	Sunbury & Queen's—N.B	93 46	36 00		
Rush Point	Peterborough, E.R—O	6 00	12 00		
Ruskin	Kings—P.E.I	9 00	12 00		
Ruskin	New Westminster—B.C	155 50	84 00		
Ruskview	Simcoe, S.R.—O	35 16	24 00	4 00	
Russeldale	Perth, S.R—O	130 94	64 00		
Russelton	Simcoe, N.R.—O	109 98	60 00		
Russeltown	Châteauguay—Q	75 00	40 00		
Rustico	Queen's East—P.E.I	60 00	28 00		
Rusticoville	Queen's East—P.E.I	70 00	28 00		
Rutherford	Macdonald—M	16 77	12 00		
Ruther Glen	Carleton—N.B	17 00	12 00		
Ruther Glen	Marquette—M	24 93	12 00		
Rutledge	Pontiac—Q	32 94	16 00		
Ryckman's-Corners	Wentworth, S.R—O	68 00	28 00		
Rydal Bank	Algoma—O	321 84	90 00		
Rye	Muskoka & Parry Sd.—O	22 50	16 00		
Rylstone	Northumberland, E.R.—O	27 19	12 00		
Sainte-Adelaïde de Pabos	Gaspé—Q	186 28	80 00		12 00
St. Adelphe de Champlain	Champlain—Q	197 20	52 00		

‡Opened 1-3-'02. *Summer Office opened 23-7, '01. †Opened 1-5, '02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.		Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
			$ cts.	$ cts.	$ cts.	$ cts.
St. Adolphe	Provencher	M	21 12	16 00		
St Adolphe de Dudswell	Richmond & Wolfe	Q	119 14	40 00		
St. Adolphe de Howard	Argenteuil	Q	160 00	12 00		
St. Adrien	Richmond & Wolfe	Q	77 00	30 00		
St. Agapit	Lotbinière	Q	154 02	70 00	6 00	
St. Agapit Stati n	Lotbinière	Q	130 00	50 00	6 00	
Ste. Agathe	Waterloo, S R	O	130 60	60 00		
Ste. Agathe	Provencher	M	211 14	60 00		
Ste. Agathe, East	Lotbinière	Q	45 98	24 00		
Ste. Agnès de Charlevoix	Charlevoix	Q	31 00	20 00		
Ste. Agnès de Dundee	Huntingdon	Q	76 00	40 00		
St. Agricole	Montcalm	Q	5 00	10 00		
St. Albert	Russell	O	180 07	76 00		
St. Albert	Drumm'd & Arthab'ka	Q	80 90	44 00		
St. Alexandre Station	St. John & Iberville	Q	78 50	61 00		
St. Alexis	Bonaventure	Q	35 00	20 00		
St. Alexis de Montcalm	Montcalm	Q	149 11	80 00		
St. Alexis des Monts	Maskinongé	Q	253 66	108 00		
St Almo	Victoria	N.B	15 98	16 00		
St. Alphonse	Joliette	Q	95 00	40 00		
St. Alphonse de Caplan	Bonaventure	Q	64 77	12 00		
St. Alphonse de Granby	Shefford	Q	81 00	36 00		
St. Amand	Victoria	N.B	11 97	12 00		
St. Ambroise	Macdonald	M	27 00	12 00		
St. Amédée	Labelle	Q	114 98	72 00		
St. Amour	Prescott	O	116 94	60 00		
St. Anaclet	Rimouski	Q	117 33	78 00		12 00
St. André de Restigouche	Bonaventure	Q	22 00	12 00		
St. André de Shediac	Westmoreland	N.B	17 96	12 00		
St. Andrews	Selkirk	M	25 90	20 00		
St. Andrews	King's	P.E.I	12 00	12 00		
St. Andrews, West	Cornwall & Stormont	O	151 50	68 00		
Ste. Angèle de Laval	Nicolet	Q	217 20	80 00		18 00
Ste. Angèle de Monnoir	Rouville	Q	188 00	90 00		
Ste. Angèle de Rimouski	Rimouski	Q	207 00	76 00		
St. Anicet	Huntingdon	Q	249 00	100 00	8 00	
Ste. Anne de Kent	Kent	N.B	68 50	30 00		
Ste. Anne de Madawaska	Victoria	N.B	125 00	50 00		
Ste. Anne de Prescott	Prescott	O	161 45	80 00		
Ste. Anne des Chênes	Provencher	M	232 00	84 00	2 00	
Ste. Anne de Sorel	Richelieu	Q	61 00	30 00		
St. Anne's	Victoria	N.S	25 22	12 00		
St. Anne's	Queen's West	P.E.I	19 11	12 00		
*St. Anselme	Westmoreland	N.B	53 67	9 17		
St. Anthony	Kent	N.B	212 00	60 00	4 00	
St. Anthony	Prince West	P.E.I	16 00	16 00		
St. Antoine de Charlevoix	Charlevoix	Q	18 00	10 00		
St. Antonin	Temiscouata	Q	74 00	32 00		
St. Apollinaire	Lotbinière	Q	200 93	88 00	2 00	
Ste. Apolline de Patton	Montmagny	Q	12 20	12 00		
St. Armand, Centre	Missisquoi	Q	36 00	16 00		
St. Armand, Station	Missisquoi	Q	368 81	120 00	60 00	
St. Arsène	Temiscouata	Q	181 50	96 00		18 00
Ste. Augustine	Huron, W.R	O	189 77	80 00		
St. Augustin, Saguenay	Chicoutimi & Saguenay	Q		10 00		
St. Augustin, Two Mountains	Two Mountains	Q	188 01	76 00	6 00	
Ste. Barbe	Huntingdon	Q	36 80	24 00		
St. Barnabé, Rivière Yamaska	St. Hyacinthe	Q	120 00	48 00		

*Opened 1-8, 01.

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APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Barnabé, St. Maurice	Three Riv. & St. Maurice Q	321 00	116 00	16 00	.....
St. Barthélemi, Station	Berthier ..... Q	69 75	24 00	.....	.....
St. Basile de Portneuf	Portneuf ..... Q	127 00	50 00	.....	.....
St. Basile le Grand	Chambly & Verchères. Q	109 00	48 00	.....	.....
St. Basile, Station	Portneuf ..... Q	118 00	44 00	6 00	.....
Ste. Béatrix	Joliette ..... Q	70 76	36 00	.....	.....
St. Benjamin	Dorchester ..... Q	39 52	12 00	.....	.....
**St. Benoit de Matapedia	Bonaventure ..... Q	18 00	8 33	.....	.....
St. Benoit Labre	Beauce ..... Q	144 28	60 00	.....	.....
St. Bernard, Sud	Missisquoi ..... Q	13 98	14 00	.....	.....
St. Bernard	Digby ..... N.S	18 00	12 00	.....	.....
St. Blaise	St. John's & Iberville.... Q	92 00	44 00	.....	.....
Ste. Blandine	Rimouski ..... Q	50 00	24 00	.....	.....
St. Bonaventure	Drumm'd & Arthab'ka. Q	233 00	110 00	.....	.....
St. Boniface	Wright ..... Q	13 14	12 00	.....	.....
Ste. Brigide d'Iberville	St. John's & Iberville.. Q	134 57	84 00	.....	.....
Ste. Brigide Station	St. John's & Iberville... Q	24 00	10 00	.....	.....
St. Bruno	Chambly & Verchères.. Q	97 00	44 00	10 00	.....
St. Bruno de Kamouraska	Kamouraska ..... Q	71 00	24 00	.....	.....
St. Bruno Lac St. Jean	Chicoutimi & Saguenay Q	178 00	60 00	.....	.....
St. Bruno Station	Chambly & Verchères.. Q	34 40	20 00	.....	.....
St. Calixte de Kilkenny	Montcalm ..... Q	85 88	36 00	.....	.....
St. Canute	Two Mountains ..... Q	34 50	24 00	.....	.....
St. Cassien des Caps	Charlevoix ..... Q	15 00	16 00	.....	20 00
Ste. Catharines	Queen's West ..... P.E.I	12 00	12 00	.....	.....
*St. Catherines Bay	Chicoutimi & Saguenay Q	139 37	8 33	.....	.....
Ste. Catherines River	Shelburne & Queen's. N.S	12 00	12 00	.....	.....
Ste. Catherine Station	Portneuf ..... Q	107 96	40 00	.....	.....
Ste. Cécile de Levrard	Nicolet ..... Q	126 33	56 00	.....	.....
Ste. Cécile de Masham	Wright ..... Q	174 50	76 00	.....	.....
Ste. Cécile de Milton	Shefford ..... Q	105 00	48 00	.....	.....
Ste. Cécile de Whitton	Compton ..... Q	187 00	100 00	.....	16 00
§St. Charles	Nipissing ..... O	18 50	1 30	.....	.....
St. Charles	Selkirk ..... M	61 00	30 00	.....	.....
St. Charles	Kent ..... N.B	18 96	12 00	.....	.....
St. Charles de Caplan	Bonaventure ..... Q	229 20	64 00	.....	.....
St. Charles de Levrard	Nicolet ..... Q	69 49	40 00	.....	.....
†St Charles de Montcalm	Montcalm ..... Q	8 00	8 33	.....	.....
Ste. Christine	Bagot ..... Q	75 40	40 00	.....	.....
St. Chrysostôme	Prince East ..... P.E.I	16 88	12 00	.....	.....
St. Clair Siding	Essex, N.R ..... O	13 00	16 00	.....	.....
St. Claude	Richmond & Wolfe.... Q	70 25	36 00	.....	.....
St. Claude	Lisgar ..... M	247 95	60 00	.....	.....
St. Clément	Témiscouata ..... Q	143 43	56 00	2 00	.....
St. Cléophas de Brandon	Joliette ..... Q	56 06	28 00	.....	.....
Ste. Clothilde de Chateauguay	Châteauguay ..... Q	60 00	28 00	.....	.....
St. Columban	Perth, S R ..... O	161 00	66 00	.....	.....
St. Columbin	Two Mountains ..... Q	37 00	24 00	.....	.....
St. Côme	Joliette ..... Q	92 00	30 00	.....	.....
Ste. Croix	York ..... N.B	170 00	66 00	.....	.....
St. Cuthbert Station	Berthier ..... Q	34 00	20 00	.....	.....
St. Cyprien	Témiscouata ..... Q	32 00	12 00	.....	.....
St. Cyr	Richmond & Wolfe.... Q	83 89	36 00	8 00	.....
St. Cyriac	Chicoutimi & Saguenay Q	20 20	16 00	.....	.....
St. Cyrille de L'Islet	L'Islet ..... Q	226 00	78 00	.....	.....
St. Damase	St. Hyacinthe ..... Q	210 00	108 00	.....	.....
St. Damase de Rimouski	Rimouski ..... Q	125 92	50 00	.....	.....
St. Damase des Aulnaies	L'Islet ..... Q	79 90	30 00	.....	.....

* Opened 1-9-'01. † Opened 1-9-01. Late Pasteur. § Opened 15-5-'02. **Opened 1-9, 01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Damien de Brandon	Berthier ..... Q	102 00	40 00	.....	.....
St. David de Lévis	Lévis ..... Q	107 20	50 00	.....	.....
St. David's	Lincoln & Niagara .... Q	427 77	168 00	.....	.....
St. Denis de la Bouteillerie	Kamouraska ..... Q	192 81	90 00	.....	.....
St. Didace	Maskinongé ..... Q	152 50	66 00	.....	.....
St. Dominique de Bagot	Bagot ..... Q	193 10	80 00	.....	.....
St. Dominique Station	Soulanges ..... Q	56 30	30 00	6 00	.....
St. Donat	Rimouski ..... Q	219 00	72 00	16 00	.....
St. Donat de Montcalm	Montcalm ..... Q	55 20	20 00	.....	.....
Ste. Dorothée	Laval ..... Q	44 70	24 00	.....	.....
St. Edmond de Berthier	Berthier ..... Q	17 94	12 00	.....	.....
St. Edouard de Frampton	Dorchester ..... Q	27 96	16 00	.....	.....
St. Edouard de Kent	Kent ..... N.B	43 00	16 00	.....	.....
St. Edouard de Napierville	Laprairie & Napierville Q	81 00	44 00	.....	.....
St. Edwidge	Compton ..... Q	153 04	80 00	.....	.....
St. Eléanor	Prince East ..... P.-E.I	226 00	80 00	.....	.....
St. Eleuthère	Kamouraska ..... Q	121 78	50 00	.....	.....
St. Elie	Three Riv. & St. Maurice Q	197 44	60 00	.....	.....
St. Elmo	Glengarry ..... O	118 82	48 00	.....	.....
St. Elmo	Yale & Cariboo ..... B.C	65 80	48 00	.....	.....
St. Elphége	Yamaska ..... Q	125 00	66 00	.....	8 00
St. Elzéar de Beauce	Beauce ..... Q	135 10	63 00	8 00	.....
St. Elzéar de Laval	Laval ..... Q	128 80	20 00	.....	.....
Ste. Emilie de l'Energie	Joliette ..... Q	175 94	70 00	6 00	.....
Ste. Emilie Junction	Joliette ..... Q	45 00	20 00	.....	.....
St Emile de Montcalm	Montcalm ..... Q	31 74	16 00	.....	.....
St. Emile de Suffolk	Labelle ..... Q	152 85	48 00	4 00	.....
St. Ephrem Station	Beauce ..... Q	68 80	36 00	.....	.....
St. Esprit	Richmond ..... N.S	19 78	16 00	.....	.....
St. Etienne de Beauharnois	Beauharnois ..... Q	82 94	40 00	.....	.....
St. Etienne de Bolton	Brome ..... Q	88 92	36 00	.....	.....
St. Etienne des Grés	Three Riv. & St. Maurice Q	138 00	70 00	.....	.....
St. Eugène de Grantham	Drummond & Artha'ka. Q	200 14	132 00	6 00	.....
St. Eugène Mission	Yale & Cariboo ..... B.C	19 20	20 00	.....	.....
Ste. Eulalie	Nicolet ..... Q	256 75	90 00	4 00	.....
†St. Eusebé de Cabano	Témiscouata ..... Q	36 00	6 67	.....	.....
St. Eustache	Selkirk ..... M	99 46	54 00	.....	.....
St. Evariste Station	Beauce ..... Q	225 27	90 00	.....	.....
*St. Fabien	Kent ..... N.B	21 00	10 00	.....	.....
St. Faustin	Terrebonne ..... Q	258 63	108 00	2 00	.....
St. Faustin Station	Terrebonne ..... Q	99 54	10 00	.....	.....
Ste. Félicité	Rimouski ..... Q	190 00	64 00	.....	20 00
St. Félix	Lisgar ..... M	20 00	24 00	.....	.....
St. Férréol	Montmorency ..... Q	52 00	20 00	.....	.....
St. Fidèle	Charlevoix ..... Q	71 55	30 00	.....	.....
Ste. Flavie	Rimouski ..... Q	130 21	70 00	.....	.....
Ste. Florence	Rimouski ..... Q	61 03	20 00	.....	3 00
St. Flore Station	Champlain ..... Q	6 00	0 83	.....	.....
St. Fortunat	Richmond & Wolfe ..... Q	120 74	44 00	2 00	.....
Ste Foy	Québec ..... Q	80 91	60 00	.....	.....
St. Francis Harbour	Guysborough ..... N.S	43 05	20 00	.....	.....
St. François de Kent	Kent ..... N.B	47 94	20 00	.....	.....
St. François d'Assise	Bonaventure ..... Q	9 00	12 00	.....	.....
St. François de Madawaska	Victoria ..... N.B	161 07	48 00	.....	.....
‡St. François de Sales	Laval ..... Q	4 00	12 17	.....	.....
St. François de Sales Station	Laval ..... Q	93 88	24 00	2 00	.....
St. François d'Orléans	Montmorency ..... Q	45 21	16 00	.....	.....
Ste. Françoise	Témiscouata ..... Q	37 98	20 00	.....	.....

* Opened 1-7-'01. † Opened 1-11-'01. ‡ Closed 1-4-'02. Opened 1-6-'02.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. François Xavier	Selkirk, M	131 18	60 00		
St. François Xavier de Viger	Témiscouata, Q	16 22	16 00	6 00	
St. François Xavier de Brompton	Richmond & Wolfe, Q	33 94	25 00		
St. Frédéric	Beauce, Q	226 18	90 00	6 00	
St. Gabriel de Rimouski	Rimouski, Q	206 70	88 00	2 00	
St. Gédéon de Marlow	Beauce, Q	127 87	24 00		
St. George de Malbaie	Gaspé, Q	61 24	63 00		**20 00
St. Georges	Kings, P.E.I	39 42	12 00		
St. George's Channel	Richmond, N.S	36 00	20 00		6 00
St. Gérard de Montarville	Labelle, Q	71 12	24 00		
St. Gilbert	Portneuf, Q	54 98	24 00		
St. Gilbert	Prince West, P.E.I	12 00	12 00		
St. Giles	Lotbinière, Q	88 80	72 00		
St. Godfroy	Bonaventure, Q	101 60	40 00		
St. Grégoire	Kent, N.B	12 00	12 00		
St. Guillaume Station	Drummond & Artha'ka, Q	198 46	90 00		
St. Hélène de Bagot	Bagot, Q	223 70	100 00		
St. Hélène de Chester	Drummond & Artha'ka, Q	88 94	44 00		
St. Helen's	Huron, W.R, O	182 00	80 00		
St. Hermas	Two Mountains, Q	188 40	90 00	4 00	
St. Hermas Station	Two Mountains, Q	81 50	30 00		
St. Herménégilde	Stanstead, Q	108 00	48 00	2 00	
St. Hilaire	Victoria, N.B	36 00	20 00		
St. Hilaire de Dorset	Beauce, Q	14 96	12 00		
St. Hilaire du Lac St. Jean	Chicoutimi & Saguenay, Q	14 00	12 00		
St. Hilaire Village	Rouville, Q	175 29	76 00		
St. Hippolyte de Kilkenny	Terrebonne, Q	108 50	48 00		
St. Hubert	Chambly & Verchères, Q	129 95	48 00		
St. Ignace	Kent, N.B	52 89	20 00		
St. Ignace de Loyola	Berthier, Q	25 00	20 00		
‡St. Irenee les Bains	Charlevoix, Q	8 00			
St. Isidore	Gloucester, N.B	58 86	20 00		
St. Isidore, Laprairie	Laprairie & Napierville, Q	300 00	52 00		
St. Isidore Junction	Laprairie & Napierville, Q	112 00	56 00		
St. Ives	Middlesex, E.R, O	19 00	16 00		
†St. Jacques	Victoria, N.B	98 35	36 00		
St. Jacques le Mineur	Laprairie & Napierville, Q	136 72	60 00		
St. James	Selkirk, M	48 00	24 00		
St. James' Park	Middlesex, S.R, O	*a*	130 00		
St. Janvier	Terrebonne, Q	147 75	56 00		
St. Jean Baptiste	Kent, N.B	96 75	48 00		
St. Jean Baptiste de Rouville	Rouville, Q	235 00	70 00		
St. Jean Chrysostôme, Lévis	Lévis, Q	108 95	36 00		
St. Jean de Dieu	Témiscouata, Q	174 38	90 00		
St. Jean de Matha	Joliette, Q	230 64	75 00	32 00	
St. Jean des Piles	Champlain, Q	65 00	30 00		
St. Jean l'Evangéliste	Bonaventure, Q	192 51	78 00	2 00	
St. Jean Port Joli Station	L'Islet, Q	3 00	10 00		
*St. Joachim de Courval	Yamaska, Q	95 51	9 17		
St. Joachim de Montmorency	Montmorency, Q	81 70	40 00		
St. Joachim de Shefford	Shefford, Q	89 66	44 00		
St. Joachim River Ruscom	Essex, N.R, O	155 30	70 00		
St. John's, West	Welland, O	45 48	16 00		
St. Joseph	Gloucester, N.B	28 00	14 00		
St. Joseph	Antigonishe, N.S	66 94	28 00		
St. Joseph	Provencher, M	30 00	20 00		
St. Joseph de Kent	Kent, N.B	13 00	12 00		

**Including $8.00 arrears. ‡Summer office opened 1-6, 02. † Late Silverstream. * Opened 1-8, 01.
a Revenue included in revenue of London office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Joseph de Lepage	Rimouski Q	81 00	30 00		
St. Joseph de Lévis	Lévis Q	82 00	40 00		
St Joseph de Mekinac	Champlain Q	20 20	12 00		
St. Joseph de Sorel	Richelieu Q	105 96	80 00		
St Joseph du Lac	Two Mountains Q	77 00	36 00	2 00	
Ste. Jovite Station	Terrebonne Q	66 38	30 00		
St. Jude	St. Hyacinthe Q	232 48	90 00		
Ste. Julie de Verchères	Chambly & Verchères Q	125 10	60 00		
Ste. Julie Station	Mégantic Q	164 00	84 00	4 00	
Ste. Justine de Newton	Vaudreuil Q	119 39	80 00	6 00	
Ste. Justine Station	Vaudreuil Q	133 29	80 00		
St. Lambert de Lévis	Lévis Q	105 97	50 00	6 00	
St. Lambert, Montreal	Chambly & Verchères Q	315 40	124 00		
St. Laurent d'Orléans	Montmorency Q	108 79	50 00		
St. Lawrence	Frontenac O	27 00	12 00		
St. Lazare	Marquette M	45 20	16 00		
St. Lazare de Vaudreuil	Vaudreuil Q	149 49	60 00		
St. Lazare Station	Vaudreuil Q	55 25	10 00		
*St. Léandre	Rimouski Q	22 00	2 50		
St. Léon	Maskinongé Q	263 10	100 00		
St Léon	Lisgar M	95 80	40 00		
St. Léonard de Chicoutimi	Chicoutimi & Saguenay Q	11 98	12 00		
St Léonard de Port Maurice	Laval Q	37 00	20 00		
St Leonard de Portneuf	Portneuf Q	54 00	20 00		
St. Léonard Station	Victoria N.B	242 13	70 00	4 00	
St Liboire	Bagot Q	339 04	120 00		
St Liguori	Montcalm Q	93 88	40 00		
St. Louis	Prince West P.E.I	101 60	48 00	10 00	
St Louis	Sask	38 88	24 00		
St. Louis de Beauce	Beauce Q	30 00	20 00		
St Louis de Bonsecours	Richelieu Q	64 00	36 00		
‡St. Louis de Champlain	Champlain Q	14 00	0 83		
St. Louis de Ha Ha	Témiscouata Q	121 20	80 00		
St. Louis de Ha Ha Station	Témiscouata Q	81 00	30 00		
St. Louis Station	Beauharnois Q	94 00	28 00		
St. Luc	St. John's & Iberville Q	76 00	32 00		
St. Luc de Matane	Rimouski Q	75 37	28 00		
Ste. Luce	Rimouski Q	98 90	64 00		18 00
Ste. Lucie de Doncaster	Terrebonne Q	91 00	40 00	4 00	
Ste. Madeleine	St. Hyacinthe Q	247 00	84 00		
St. Majorique	Drummond & Arthabaska Q	42 00	12 00		
St. Malachie	Dorchester Q	200 44	80 00	24 00	
St. Malo	Compton Q	128 00	60 00		
St. Malo	Provencher M	118 81	46 00	4 00	
St. Malo Station	Compton Q	67 15	24 00		
St. Marc	Chambly & Verchères Q	176 38	110 00		
St. Marcel de L'Islet	L'Islet Q	58 98	24 00		
St. Marcel de Richelieu	Bagot Q	110 00	44 00		
St. Margaret's	King's P.E.I	50 98	20 00		
Ste. Marguerite Station	Terrebonne Q	76 70	30 00		
Ste. Marie de Blandford	Nicolet Q	75 98	36 00		
Ste. Marie de Charlevoix	Charlevoix Q	4 00	12 00		
†St. Marie de St. Marthe	Vaudreuil Q	10 00	1 67		
Ste. Marie Salomée	Montcalm Q	42 00	24 00		
St. Marks	Macdonald M	7 36	12 00		
Ste. Marthe	Vaudreuil Q	187 16	84 00	4 00	
St. Martin	Laval Q	146 95	56 00		
St. Martin, Junction	Laval Q	74 00	50 00	6 00	

*Opened 1-4-'02. †Opened 1-5-'02. ‡Opened 1-6-'02.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Mary's	Assa. West	14 00	12 00		
St Mary's River	Guysborough, N.S	21 00	12 00		
St. Mary's Road	Queen's East, P.E.I	4 00	12 00		
§St. Mary's Road East	Queen's East, P.E.I	5 00	0 83		
St. Mathias	Rouville, Q	60 95	27 00		
St. Mathieu	Rimouski, Q	94 99	39 00		
St. Maure	Restigouche, N.B	13 00	12 00		
St. Maurice	Champlain, Q	213 23	90 00		
†St. Maurice	Kent, N.B	8 00	10 00		
¶St. Maurice Forges	Three Riv. & St. Maurice, Q	7 00	9 70		
St. Maxime	Beauce, Q	56 00	20 00		
St. Mélanie	Joliette, Q	114 84	60 00		
St. Michel de Napierville	Laprairie & Napierville, Q	177 99	100 00	12 00	
St Michel de Rougemont	Rouville, Q	194 50	44 00		
St. Michel des Saints	Berthier, Q	73 89	32 00		
St. Michel de Wentworth	Argenteuil, Q	23 95	12 00		
St. Michel Station	Laprairie & Napierville, Q	42 84	24 00		
St Modeste	Témiscouata, Q	73 96	36 00		
St. Moïse	Rimouski, Q	123 00	48 00		
St. Moïse Station	Rimouski, Q	287 90	100 00	20 00	
Ste. Monique des Deux Montagnes	Two Mountains, Q	110 86	44 00		
St. Nazaire	Bagot, Q	159 98	60 00		
St. Nazaire de Buckland	Dorchester, Q	40 00	40 00		
St. Nérée	Bellechasse, Q	153 96	56 00		
St. Nicholas	Lévis, Q	152 00	74 00	8 00	
St. Nicholas Est	Lévis, Q	20 70	12 00		
St. Norbert	Berthier, Q	178 25	70 00		
St. Norbert	Kent, N.B	44 00	16 00		
St. Norbert Station	Berthier, Q	11 72	2 50		
St. Odilon	Dorchester, Q	182 17	60 00		
St. Ola	Hastings, N.R., O	132 40	56 00		
St. Onésime	Kamouraska, Q	59 00	32 00		
St. Onge	Russell, O	135 00	60 00		
St. Ouens	Selkirk, M	99 25	36 00		
St. Ours Lock	Richelieu, Q	96 00	36 00		
St. Pamphil	L'Islet, Q	536 00	240 00		
St. Patrick	Simcoe, E.R., O	30 20	20 00		
St. Patrick	Témiscouata, Q	83 88	**56 00		
St. Patrick's Channel	Victoria, N.S	19 94	12 00		4 00
St. Patrick's Road	King's, P.E.I	12 00	12 00		
St. Paul	Jacques-Cartier, Q	363 00	150 00		
St. Paul de la Croix	Témiscouata, Q	81 00	32 00		
St. Paul de Métis	Sask	26 00	12 00		
St. Paul d'Industrie	Joliette, Q	23 00	32 00		
St Paul du Buton	Montmagny, Q	147 45	75 00		
St. Paulin	Maskinongé, Q	211 77	116 00	20 00	
St. Paul l'Hermite	L'Assomption, Q	118 70	52 00	8 00	12 00
St. Paul's	Kent, N.B	15 67	12 00	1 17	
St. Paul's	Pictou, N.S	40 00	16 00		
*St. Paul's Island	Victoria, N.S	17 70	10 00		
St. Paul's Station	Perth, S.R., O	53 88	24 00	16 00	
Ste. Perpétue	Nicolet, Q	169 50	76 00		
St. Philippe de Chester	Drummond & Artha'ka, Q	109 90	50 00		
St. Philippe de Laprairie	Laprairie & Napierville, Q	183 75	84 00	10 00	
St. Philoméne	Châteauguay, Q	132 65	60 00		
St. Philomène de Fortierville	Lotbinière, Q	127 18	60 00		
‡St. Philémon	Bellechasse, Q	135 86	60 00		

† Opened 1-7-'01. ‡ Late La Fayette. | Opened 1-4, 02. § Re-opened 1-6, 02. ¶ Closed 21-4, '02.
* Summer office. ** Including $20, summer season allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Pie	Provencher ..... M	12 00	12 00		
St. Pie de Guire	Yamaska ..... Q	95 76	56 00		
St. Pierre	Kent ..... N. B	19 00	12 00		
St. Pierre Baptiste	Mégantic ..... Q	137 84	60 00		
St. Pierre de Charlesbourg	Québec ..... Q	32 00	20 00		
St. Pierre de Wakefield	Wright ..... Q	54 89	16 00		
St. Pierre d'Orléans	Montmorency ..... Q	54 25	20 00	6 00	
St. Placide	Two Mountains ..... Q	194 00	76 00		
St. Polycarpe, Jonction	Soulanges ..... Q	103 13	30 00		
St. Prosper	Champlain ..... Q	313 00	120 00		
St. Prosper de Dorchester	Dorchester ..... Q	94 70	40 00		
*St. Raphaël	Prince East ..... P. E. I	20 00	10 00		
St. Raphaël West	Glengarry ..... O	131 50	72 00		
St. Rédempteur	Vaudreuil ..... Q	49 86	24 00		
St. Régis	Huntingdon ..... Q	32 16	16 00		
St. Rémi d'Amherst	Labelle ..... Q	145 14	44 00	20 00	
St. Rémi de Tingwick	Drummond & Artha'ka. Q	170 92	66 00		
St. Robert	Richelieu ..... Q	124 00	48 00		
St. Roch de Richelieu	Richelieu ..... Q	100 80	56 00		
St. Roch l'Achigan	L'Assomption ..... Q	330 18	96 00		
St. Romain	Compton ..... Q	154 20	70 00		20 00
St. Rosaire	Drummond & Artha'ka Q	179 98	60 00		
Ste. Rosalie	Bagot ..... Q	160 00	64 00		
St. Rose	Inverness ..... N. S	15 90	12 00		
Ste. Rose de Lima	Wright ..... Q	180 00	60 00	10 00	
Ste. Rose de Watford	Dorchester ..... Q	75 11	30 00	2 00	
Ste. Rose du Dégelé	Témiscouata ..... Q	292 89	80 00		
Ste. Rose du Lac	Macdonald ..... M	197 71	50 00		
St. Rosette	Gloucester ..... N. B	3 00	10 00		
St Sabine	St. John's & Iberville. Q	41 00	24 00		
St. Samuel de Horton	Nicolet ..... Q	61 94	30 00		
St. Sébastien	St. John's & Iberville. Q	255 04	100 00	2 00	12 00
St. Sébastien Station	Beauce ..... Q	46 70	24 00		
St. Sévère	Three Riv. & St. Maurice Q	153 94	70 00		
St. Sévérin de Beaurivage	Beauce ..... Q	105 00	40 00		
St. Siméon	Charlevoix ..... Q	63 16	32 00		10 00
St. Simon	Gloucester ..... N. B	6 00	10 00		
St. Simon de Yamaska	Bagot ..... Q	207 45	100 00		
St. Sixte	Labelle ..... Q	68 00	24 00		
St. Sophie de Lacorne	Terrebonne ..... Q	97 38	48 00		
Ste. Sophie de Mégantic	Mégantic ..... Q	98 44	50 00		
†St. Stanislas	Chicoutimi & Saguenay Q	6 00	2 50		
St. Sulpice	L'Assomption ..... Q	38 00	20 00		
St. Sylvère	Nicolet ..... Q	166 70	50 00		
St. Sylvestre West	Lotbinière ..... Q	110 50	50 00	4 00	
St. Télesphore	Soulanges ..... Q	248 08	96 00		
St. Teresa	Queen's East ..... P. E. I	24 48	18 00		
Ste. Thècle Station	Champlain ..... Q	180 50	70 00	8 00	
St. Théodore	Montcalm ..... Q	96 30	40 00		
St. Théodore d'Acton	Bagot ..... Q	204 46	96 00		
St. Théodore de Montmagny	Montmagny ..... Q	7 47	10 00		
Ste. Théodosie	Chambly & Verchères Q	127 00	54 00		
St. Théophile	Beauce ..... Q	56 26	30 00		
St. Thomas	Carleton ..... N. B	15 34	10 00		
St. Thomas d'Aquin	St. Hyacinthe ..... Q	39 25	16 00	3 00	
St. Thomas de Joliette	Joliette ..... Q	150 00	60 00		
St. Thomas de Kent	Kent ..... N. B	18 00	12 00		
St. Thuribe	Portneuf ..... Q	90 00	40 00		

*Opened 1-7-'01. †Opened 1-4-'02

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Timothée	Beauharnois, Q	190 55	84 00		
St. Timothy	Prince Edward, P.E.I	15 00	12 00		
St. Tite de Caps	Montmorency, Q	120 69	40 00		24 00
St. Urbain de Châteauguay	Châteauguay, Q	107 00	56 00		
St. Urbain de Charlevoix	Charlevoix, Q	178 27	50 00		7 50
Ste. Ursule	Maskinongé, Q	198 30	100 00		
St. Valentin	St. John's & Iberville, Q	185 00	60 00	20 00	
St. Valère de Bulstrode	Drummond & Artha'ka, Q	116 88	60 00		
St. Valérien	Shefford, Q	232 00	118 00		
St. Valérien de Rimouski	Rimouski, Q	70 00	30 00		
St. Vallier Station	Bellechasse, Q	103 81	44 00		
Ste. Véronique	Labelle, Q	23 20	12 00		
Ste. Victoire	Richelieu, Q	109 75	48 00		
St. Victor Station	Beauce, Q	80 18	32 00		12 00
St. Vital	Provencher, M	34 50	16 00		
St. Vital East	Provencher, M	4 50	10 00		
St. Wenceslas	Nicolet, Q	331 65	80 00		
St. Yvon	Gaspé, Q	40 00	20 00		
St. Zacharie	Beauce, Q	192 59	60 00		
St. Zénon	Berthier, Q	54 00	24 00		
St. Zotique	Soulanges, Q	83 74	40 00		
Sable	Middlesex, N.R, O	88 76	40 00		
Sable River	Shelburne & Queen's, N.S	128 86	64 00	14 00	
Sable River, West	Shelburne & Queen's, N.S	21 50	12 00		
Sabrevois	St. John's & Iberville, Q	143 60	76 00		
Sacré Cœur de Marie	Mégantic, Q	91 20	44 00		
Saddle Lake	Alta	60 67	20 00		
Sadowa	Victoria, N.R, O	23 00	12 00		
Sahanatien	Muskoka & Parry Sd, O	3 00	12 00		
Sailor's Hope	King's, P.E.I	11 98	12 00		
Saintfield	Ontario, S.R, O	95 68	64 00		
Saints Anges	Beauce, Q	96 70	40 00		
Saintsbury	Middlesex, N.R, O	12 00	12 00		
Salem	Wellington, C.R, O	191 76	100 00		
Salem	Albert, N.B	14 00	12 00		
Salem	Cumberland, N.S	39 00	12 00	2 00	
Salem	Yarmouth, N.S	226 00	124 00		
Salem Road	Cape Breton, N.S	17 96	12 00		
Salford	Norfolk, N.R, O	114 50	56 00		
Salina	King's, N.B	13 00	12 00		
Salisbury	Bruce, N.R, O	22 00	20 00		
Salkeld	Charlotte, N.B	14 00	12 00		
Salmo	Yale & Cariboo, B.C	204 70	102 00		
Salmon Bay	Chicoutimi & Saguenay, Q	8 20	12 00		
Salmon Beach	Gloucester, N.B	14 00	12 00		
Salmon Creek	Sunbury & Queen's, N.B	24 00	16 00		
Salmondale	Sunbury & Queen's, N.B	18 35	12 00		
Salmonhurst	Victoria, N.B	53 00	24 00	4 00	
Salmon Point	Prince Edward, O	36 82	18 00		
Salmon River	St. John, N.B	63 94	24 00		
Salmon River	Cape Breton, N.S	14 96	12 00		
Salmon River Lake	Guysborough, N.S	15 88	16 00		
Saltford	Huron, W.R, O	120 03	56 00		
Saltoun	Assa. East	181 46	60 00		
Salt Springs	King, N.B	38 12	12 00		
Salt Springs	Pictou, N.S	108 00	52 00	6 00	
Salt Springs	Antigonishe, N.S	28 00	12 00	8 00	
Salt Springs Station	Cumberland, N.S	45 00	28 00		
Sambro	Halifax, N.S	184 90	44 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sanborn	Richmond & Wolfe....Q	24 00	20 00		
Sancte Andrea	....Assa. East	14 00	16 00	2 00	
Sand Bay	Leeds, S.R....O	20 00	24 00		
Sand Beach	Yarmouth....N.S	10 00	12 00		
Sandfield	Algoma....O	92 44	40 00		
Sandford	Ontario, N.R....O	100 00	56 00		
Sandford	Yarmouth....N.S	70 05	24 00		
Sand Hill	Compton....Q	20 00	12 00		
Sandhurst	Lennox....O	57 50	44 00		
Sand Lake	Muskoka & Parry Sd..O	26 00	16 00		
Sandown	Prescott....O	18 50	16 00		
Sand Point	Guysborough....N.S	27 00	16 00		
Sand Point Road	St. John....N.B	2 50	10 00		
Sandringham	Cornwall & Stormont..O	86 52	52 00		
Sand River	Cumberland....N.S	139 00	50 00		
Sandwick	Vancouver....B.C	138 88	60 00		
Sandy Beach Centre	Gaspé....Q	143 18	40 00		
Sandy Bay	Macdonald....M	13 00	12 00		
Sandy Point	Shelburne & Queen's.N.S	121 33	56 00		
Sangster	Addington....O	12 20	12 00		
Sapton	Selkirk....M	38 86	20 00		
Saraguayville	Jacques Cartier....Q	21 82	16 00		
Sarepta	Huron, S.R....O	75 00	36 00		
*Sargent	Northumberland....N.B	2 00	12 00		
Sarginson	Hastings, N.R....O	29 00	12 00		
Saron	....Alta	45 64	12 00		
Sarsfield	Russell....O	163 72	60 00		
Sartell	King's....N.B	16 00	12 00		
Sarty's	Lunenburg....N.S	5 00	10 00		
Saskatchewan Landing	....Assa. West	42 57	16 00		
Satnrna	Vancouver....B.C	82 00	36 00		
Sauble Falls	Bruce, N.R....O	49 04	30 00		
Saulnierville	Digby....N.S	231 90	96 00		
Saulnierville Station	Digby....N.S	22 00	12 00		
Sault à la Puce	Montmorency....Q	33 00	16 00		
*Sault Ste Marie, West	Algoma....O	105 45	1 67		
Saurin	Simcoe, N.R....O	34 96	20 00		
Savage Harbour	King's....P.E.I	7 98	12 00		
Savage's Mills	Shefford....Q	60 00	28 00		
Savanne	Algoma....O	355 00	260 00		27 00
Savona	Yale & Cariboo....B.C	209 90	100 00		20 00
Savoy	Northumberland....N.B	11 96	12 00		
†Savoy Landing	Gloucester....N.B	5 00	1 30		
Sayabec	Rimouski....Q	209 00	‡160 00		
Scadouc	Westmoreland....N.B	14 00	12 00		
Scandinavia	Marquette....M	56 00	12 00		
Scarborough Junction	York, E.R....O	135 50	60 00		
Scarsdale	Lunenburg....N.S	43 00	20 00		
Scatarie Island	Cape Breton....N.S	15 98	16 00		
Science Hill	Perth, S.R....O	36 17	20 00		
Scotch Bay	Selkirk....M	14 94	12 00		
Scotch Block	Halton....O	34 00	24 00		
Scotchfort	Queen's East....P.E.I	10 00	12 00		
**Scotch Hill	Inverness....N.S	6 09	10 00		
Scotch Lake	York....N.B	12 85	12 00		
Scotch Lake	Cape Breton....N.S	39 20	12 00		
Scotch Line	Lanark, S.R....O	53 36	24 00		
Scotch Ridge	Charlotte....N.B	23 50	12 00		

*Opened 1-5-02. †Opened 15-5-02. ‡Including $70 arrears. ** Opened 1-7-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Scotch Road	Argenteuil ..... Q	40 00	18 00	.....	.....
Scotch Settlement	Westmoreland ..... N.B	15 00	12 00	.....	.....
Scotch Town	Sunbury & Queen's .. N.B	21 94	16 00	.....	.....
Scotch Village	Hants ..... N.S	123 08	70 00	.....	.....
Scotch Weedon	Compton ..... Q	22 50	12 00	.....	.....
Scotia	Muskoka & Parry Sd .. O	83 75	48 00	.....	.....
Scotsburn	Pictou ..... N.S	24 00	16 00	.....	.....
Scotsburn-Station	Pictou ..... N.S	339 97	120 00	48 00	.....
Scotsville	Inverness ..... N.S	36 00	28 00	2 00	6 00
Scott's Bay	King's ..... N.S	96 92	40 00	.....	.....
Scott's Bay-Road	King's ..... N.S	23 21	12 00	.....	.....
Scottsmore	Missisquoi ..... Q	27 00	20 00	.....	.....
Scottsville	Middlesex, S.R. ..... O	48 74	20 00	.....	.....
Scribner	King's ..... N.B	9 00	12 00	.....	.....
Scugog	Ontario, S.R ..... O	44 50	20 00	.....	.....
Sea Cow Head	Prince East ..... P.E.I	15 75	12 00	.....	.....
Sea Cow Pond	Prince West. ..... P.E.I	11 98	12 00	.....	.....
Sea Dog Cove	King's ..... N.B	11 20	12 00	.....	.....
Seafoan	Pictou ..... N.S	16 00	16 00	.....	.....
Seaforth	Halifax ..... N.S	68 76	28 00	.....	.....
Seagrave	Ontario, S.R ..... O	243 35	90 00	.....	.....
Sea Gull	Algoma ..... O	31 66	12 00	.....	.....
Seal Cove	Charlotte ..... N.B	160 82	50 00	.....	.....
Seal Cove	Gaspé ..... Q	70 80	24 00	.....	12 00
Seal Harbour	Guysborough ..... N.S	33 75	16 00	.....	.....
Seamo	Selkirk ..... M	59 00	36 00	10 00	.....
Searletown	Prince East ..... P.E.I	60 00	20 00	.....	.....
Sea Side	Restigouche ..... N.B	162 00	36 00	.....	.....
Seaview	Richmond ..... N.S	10 75	12 00	.....	.....
*Seaview	St. John ..... N.B	6 00	12 00	.....	.....
Sea View	Queen's West ..... P.E.I	84 50	30 00	.....	.....
Sebright	Ontario, N.R ..... O	134 00	64 00	4 00	.....
Sechelt	Burrard ..... B.C	32 44	30 00	.....	.....
Seckerton	Lambton, W.R ..... O	93 00	40 00	.....	.....
Second Falls	Charlotte ..... N.B	28 96	16 00	.....	.....
Second Peninsula	Lunenburg ..... N.S	8 00	12 00	.....	.....
Second Westcock	Westmoreland ..... N.B	9 00	12 00	.....	.....
Seeburn	Marquette ..... M	16 00	16 00	.....	.....
Seely	Muskoka & Parry Sd .. O	8 20	12 00	.....	.....
Seeley's Cove	Charlotte ..... N.B	21 92	12 00	.....	.....
Sefferensville	Lunenburg ..... N.S	22 00	16 00	.....	.....
Selby	Lennox ..... O	133 25	72 00	.....	.....
Selden	Marquette ..... M	34 00	20 00	4 00	.....
Selkirk Road	Queen's East ..... P.E.I	8 00	12 00	.....	.....
Sellarville	Bonaventure ..... Q	37 46	16 00	.....	.....
Selmah	Hants ..... N.S	121 00	60 00	.....	.....
Selton	Elgin, W.R ..... O	124 00	50 00	.....	.....
Selwood	Restigouche ..... N.B	20 00	12 00	.....	.....
Selwyn	Peterborough, W.R. ..... O	108 00	28 00	.....	.....
Semiwagan Ridge	Northumberland ..... N.B	10 00	12 00	.....	.....
Seven Islands	Chicoutimi & Saguenay . Q	70 20	20 00	.....	.....
Seven Mile Ridge	Restigouche ..... N.B	2 50	10 00	.....	.....
Sevogle	Northumberland ..... N.B	17 98	12 00	.....	.....
Sewell	Macdonald ..... M	23 98	64 00	.....	.....
Shad Bay	Halifax ..... N.S	15 98	12 00	4 00	.....
Shadeland	Lisgar ..... M	29 71	20 00	.....	.....
Shady Nook	Renfrew, N.R ..... O	.....	12 00	.....	.....
Shag Harbour	Shelburne & Queen's . N.S	80 46	36 00	.....	.....

* Late Pisarinco West.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shamrock	Renfrew, S.R.	O	69 32	30 00	4 00	
Shamrock	Prince East	P.E.I	16 90	12 00		
Shanick	Hastings, N.R	O	31 96	12 00		
Shanklin	St. John	N.B	58 05	24 00		
Shanly	Grenville, S.R	O	117 00	60 00		
Shannon	Sunbury & Queen's	N.B	56 00	24 00		
Shannon Hall	Muskoka & Parry Sd	O	9 00	12 00		
Shannonvale	Restigouche	N.B	15 00	12 00		
Shanty Bay	Simcoe, E.R	O	180 75	80 00	4 00	
Sharp	King's	N.B	11 80	12 00		
Sharpton	Frontenac	O	10 00	12 00		
Shawbridge	Terrebonne	Q	234 60	80 00	8 00	
Shaw Brook	Westmoreland	N.B	2 00	10 00		
Shawenegan	ThreeRiv. & St.Maurice	Q	283 58	275 00	10 00	
Shawnigan Lake	Vancouver	B.C	172 46	70 00		
Sheba	Sunbury & Queen's	N.B	15 44	12 00		
Shebeshekong	Muskoka & Parry Sd	O	25 00	12 00		
Shediac Bridge	Westmoreland	N.B	79 90	36 00		
Shediac River	Westmoreland	N.B		7 50		
Shediac Road	Westmoreland	N.B	24 94	12 00		
Sheenborough	Pontiac	Q	154 46	64 00	6 00	
Sheffield	Wentworth N. & Brant	O	230 51	108 00		
Sheffield Academy	Sunbury & Queen's	N.B	65 00	40 00		
Sheffiel dMills	King's	N.S	150 23	60 00		
Sheffington	Shefford	Q	26 00	16 00		
Shefford Mountain	Shefford	Q	20 25	16 00		
Shefford Vale	Shefford	Q	14 98	12 00		
Sheguindah	Algoma	O	242 94	104 00	4 00	
Sheho	Assa. East		49 20	24 00		
Sheila	Gloucester	N.B	208 73	90 00		
Sheldon	Cardwell	O	66 00	36 00	2 00	
Sheldrake	Chicoutimi & Saguenay	Q	35 14	16 00		
Shell Brook		Sask	29 18	16 00		
Shellmouth	Marquette	M	143 88	†75 00	4 00	
*Shenley Est	Beauce	Q	46 00	5 83		
Shenstone	Albert	N.B	19 98	12 00		
Shepody Road	King's	N.B	4 00	10 00		
Sheppardton	Huron, W.R	O	65 00	20 00		
Sheppardville	Brandon	M	26 80	20 00		
Sheridan	Halton	O	195 98	100 00		
Sherlock	King's	N.B	4 00	10 00		
Sherman Road	Albert	N.B	7 00	10 00		
Sherrington	Laprairie & Napierville	Q	242 54	88 00		
Sherwood	York, W.R	O	30 00	20 00		
Sherwood Spring	Brockville	O	36 00	20 00		
Shetland	Middlesex, W.R	O	207 25	80 00		
Shigwake	Bonaventure	Q	150 73	70 00		18 00
Shiloh	Wellington, S.R	O	12 00	16 00		
Shilson	Brandon	M	8 96	12 00		
Shinimecas Bridge	Cumberland	N.S	60 65	30 00	1 17	
Shinnickburn	Northumberland	N.B	12 00	12 00		
Shiperlay	Selkirk	M	20 10	10 00		
Ship Harbour	Halifax	N.S	203 34	72 00		
Ship Harbour Lake	Halifax	N.S	76 14	16 00	10 00	
Shipka	Middlesex, N.R	O	126 50	30 00		
Shipley	Wellington, N.R	O	22 50	16 00		
Shippigan Island	Gloucester	N.B	15 00	12 00		
Shirley	Ontario, S.R	O	12 00	12 00		

*Opened 1-12-01. †Including $5 arrears.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shirley	Vancouver B.C	34 32	20 00		
Shirley Settlement	Sunbury & Queen's N.B	4 30	10 00		
Shogamoc	York N.B	18 40	16 00		
Shopland	Vancouver B.C	79 08	60 00		
Short Beach	Yarmouth N.S	15 00	12 00		
Shortholme	Sunbury & Queen's N.B	12 00	12 00		
Shortreed	New Westminster B.C	32 00	24 00		
Shouldice	Grey, N.R O	13 00	12 00		
Shrewsbury	Argenteuil Q	54 80	24 00		
Shrigley	Grey, E.R O	69 00	32 00		
Shrubland	Brandon M	5 00	12 00		
Shulie	Cumberland N.S	148 94	70 00		
Shunacadie	Cape Breton N.S	36 68	16 00	2 00	
Shuswap	Yale & Cariboo B.C	84 98	44 00		12 00
Sicamous	Yale & Cariboo B.C	277 60	90 00		
Sidley	Yale & Cariboo B.C	224 64	140 00		
Sidney	Vancouver B.C	269 00	100 00		
Sidney Crossing	Hastings, W.R O	41 00	33 00		
Sifton	Marquette M	180 93	70 00		
Siglunes	Selkirk M	15 70	10 00		
Sight Point	Inverness N.S	8 00	12 00		
‡Signal	Chicoutimi Q	16 00	2 50		
Silcote	Grey, N.R O	25 00	12 00		
Sillery	Quebec Q	102 94	36 00		
Sillikers	Northumberland N.B	35 00	12 00		
Sillsville	Lennox O	22 00	20 00		
Siloam	Ontario, W.R O	52 80	24 00		
Silton	Assa. West	12 00	16 00		
†Silver Beach	Victoria N.B	11 00	7 00		
Silver Creek	Marquette M	15 00	20 00		
Silverdale	Lincoln & Niagara O	29 96	16 00		
Silverdale	New Westminster B.C	52 82	40 00		
Silverdale Station	Lincoln & Niagara O	93 62	20 00		
Silver Hill	Norfolk, S.R O	99 92	40 00		
Silver Lake	Victoria, N.R O	8 00	12 00		
Silver Plains	Provencher M	85 23	28 00	¶ 4 66	
Silver Water	Algoma O	62 94	52 00	2 00	
Simard	Chicoutimi & Saguenay Q	24 81	12 00		
Simmons	Wright Q	51 00	16 00		
Sinclair	Brandon M	14 00	12 00		
Sinclair	Yale & Cariboo B.C	19 03	20 00		
Sinclair Station	Brandon M	118 61	24 00	**2 50	
Sinclairville	Wentworth, S.R O	38 00	20 00		
Sine	Hastings, N.R O	67 00	32 00	2 00	
Sinnott's Road	King's P.E.I	19 00	12 00		
Sirdar	Yale & Cariboo B.C	146 57	60 00		
Sissiboo Falls	Digby N.S	87 59	40 00		
Sisson Ridge	Victoria N.B	13 00	20 00		
Six Mile Brook	Picton N.S	29 80	16 00		
a Six Mile Road	Cumberland N.S	5 00	16 00		
b Six Mile Lake	Muskoka & Parry Sd O	4 20	10 00		
Six Nations	Haldimand & Monck O	16 25	12 00		
Six Portages	Wright Q	48 08	24 00		
Six Roads	Gloucester N.B	41 50	16 00	2 00	
Sixteen Island Lake	Argenteuil Q	102 00	44 00		
Skalholt	Macdonald M	12 50	12 60		
Skibo	Algoma O	19 96	12 00		

†Closed 1-12-01, and reopened 1-5-02. ‡Opened 1-4-02. ** Including 50 cents arrears.
¶ Including $2.66 arrears. *a* Re-opened 1-7-01. *b* Summer office, opened 1-9-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Skibbereen	Assa. West	78 76	20 00		
Skidegate	Burrard B.C	31 68	30 00		
Skinner's Pond	Prince West P.E.I	22 90	12 00		
Skipness	Bruce, N.R O	11 00	12 00		
Skir Dhu	Victoria. N.S	22 09	12 00		
Skull Creek	Assa. West	46 16	16 00		
Skye	Glengarry O	48 16	20 00		
Sky Glen	Inverness N.S	22 00	16 00		6 00
Sky Mountain	Inverness N.S	14 00	12 00		
Slate Falls	Addington O	13 67	4 17		
Slate River Valley	Algoma O	23 00	12 00		
Slatington	Richmond & Wolfe Q	20 96	24 00		
Sleswick	Cardwell O	18 91	20 00		
Slocan Junction	Yale & Cariboo B.C	123 72	36 00		
Slugget	Vancouver B.C	16 20	20 00		
Sluice Point	Yarmouth N.S	30 88	12 00		
Smithdale	Simcoe, N.R O	64 73	24 00		
Smithfield	Northumberland, E. R O	188 18	70 00		
Smithfield	Guysborough N.S	30 50	16 00		16 00
Smith's	Westmoreland N.B	192 46	70 00		
Smith's Corner	Kent N.B	26 50	16 00		
Smith's Corners	Pontiac Q	22 50	20 00		
Smith's Cove	Digby N.S	185 85	70 00		
Smith's Creek	King's N.B	16 00	12 00		
Smith's Mills	Stanstead Q	214 90	90 06	6 00	
Smith Town	King's N.B	9 50	12 00		
Smithsville	Shelburne & Queen's N.S	37 96	20 00		
Smoky Falls	Nipissing O	77 00	30 00		
Snake Creek	Marquette M	40 00	18 00		
Snake River	Renfrew, N.R O	73 20	45 00		
Snelgrove	Peel O	87 56	44 00	10 00	
Snider Mountain	King's N.B	17 20	12 00	2 00	
Snider's Corners	Halton O	59 00	30 00		
Snow Flake	Lisgar M	475 94	110 00	6 67	
Snow Road Station	Addington O	101 06	52 00		
Snowville	Algoma O	34 90	16 00		
Snyder	Welland O	87 96	48 00		
Soapstone Mine	Inverness N.S	12 00	12 00		
Sober Island	Halifax N.S	33 48	20 00		8 00
†Solheima	Alta	10 00	12 00		
Soldier's Cove	Richmond N.S	27 94	16 00		
Solina	Durham, W.R O	214 50	66 00		
Solmesville	Prince Edward O	55 93	58 00		
Solway	Bruce, E.R O	66 00	24 00		
Somenos	Vancouver B.C	171 49	80 00		
Somerville	Carleton N.B	77 00	**26 00	23 33	
Sonora	Guysborough N.S	188 25	72 00		
Sonya	Ontario, N.R O	158 84	84 00	6 00	
Sooke	Vancouver B.C	21 92	20 00		
Soperton	Leeds, S.R O	46 00	16 00		
Sorrel Ridge	Charlotte N.B	16 00	12 00		
Sourisford	Brandon M	20 10	16 00		
Souris West	King's P.E.I	87 00	40 00		
South	Lunenburg N.S	34 00	16 00		
Southampton	York N.B	29 91	30 00		
Southampton	King's P.E.I	9 00	12 00		
South Augusta	Grenville, S.R O	180 00	a94 00		
South Bar of Sidney River	Cape Breton N.S	50 10	24 00		

†Opened 1-7 '01. ‡Opened 1-2'02. **Including $2.00 arrears. a Including $.30 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
South Barnston	Stanstead, Q	55 50	24 00		
South Bay	Prince Edward, O	71 00	32 00	4 00	
South Bay	St. John, N.B	25 50	16 00		
South Bay	Victoria, N S	102 29	56 00		12 00
South Bay Mouth	Algoma, O	47 84	20 00		
South Beach	Gaspé, Q	12 00	12 00		
South Bolton	Brome, Q	115 06	44 00	6 00	
South Branch	Colchester, N.S	45 63	20 00		
South Branch (Ken)	King's, N.B	16 00	12 00		
South Branch of St. Nicholas River	Kent, N.B	69 00	40 00		
South Brook	Cumberland, N.S	23 00	12 00		
South Cayuga	Haldimand & Monck, O	178 88	72 00		
South Clones	Suubury & Queen's, N.B	16 00	12 00		
Southcote	Wentworth, N. & Brant, O	33 76	16 00		
South Cove	Victoria, N.S	25 98	12 00		
South Dudswell	Richmond & Wolfe, Q	56 97	24 00		
South Dummer	Peterborough, E.R., O	25 94	36 00		
South East Passage	Halifax, N.S	23 50	16 00		
South Ely	Shefford, Q	23 55	20 00		
South End	Welland, O	150 00	48 00		
South Esk	Northumberland, N.B	31 00	16 00		
South Gate	Middlesex, E.R., O	18 00	12 00		
South Gloucester	Russell, O	40 00	20 00	2 00	
South Gordonsville	Carleton, N.B	17 25	12 00		
South Gower	Grenville, N.R., O	62 96	32 00		
South Granby	Shefford, Q	13 00	12 00		
South Granville	Queen's West, P.E.I	14 98	12 00		
South Greenwood	King's, P.E.I	11 75	12 00		
South Gut of St. Ann's	Victoria, N.S	36 50	16 00	18 00	
South Ham	Richmond & Wolfe, Q	140 00	72 00		
South Highlands	Inverness, N.S	9 00	12 00		
*South Kildare	Prince West, P.E.I	21 00	11 00		
South Knowlesville	Carleton, N.B	30 00	16 00		
South Lake	Leeds, S.R, O	27 92	20 00		
South Lake	King's, P.E.I	13 00	12 00		
South Lancaster	Glengarry, O	199 00	80 00		
South Lochaber	Guysborough, N.S	35 86	24 00	2 00	6 00
South Maitland	Hants, N.S	155 00	120 00		12 00
South March	Carleton, O	173 00	70 00	20 00	
South McLellan's Mountain	Pictou, N.S	7 00	12 00		
South Melville	Prince East, P.E.I	14 98	12 00		
South Middleton	Norfolk, N.R., O	119 00	60 00		10 00
South Monaghan	Peterborough, W.R., O	151 60	50 00	6 00	
South Morland	Guysborough, N.S	9 00	12 00		
South Nelson Road	Northumberland, N.B	17 10	12 00		
South Newbridge	Carleton, N.B	2 00	12 00		
South Ohio	Yarmouth, N.S		63 30	4 50	
Southport	Queen's East, P.E.I	80 00	44 00	12 00	
South Port Morien	Cape Breton, N.S	17 96	12 00		
South Range	Digby, N.S	32 94	12 00		
South Rawdon	Hants, N.S	98 40	55 00		
South River	Gloucester, N.B	43 00	24 00		
South River Lake	Guysborough, N.S	37 75	30 00		
South Roxton	Shefford, Q	228 30	90 00		
South Salt Springs	Antigonishe, N.S	8 00	12 00		
South Side Basin of River Dennis	Inverness, N.S	141 50	48 00		
South Side of Baddeck River	Victoria, N.S	27 98	12 00		
South Side of Boulardarie	Victoria, N.S	14 00	12 00		

*Closed 1-6-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
South Side of Whycocomagh Bay	Inverness N.S	12 94	12 00		
South Stukeley	Shefford Q	262 00	96 00		
South Tilley	Victoria N.B	16 50	12 00		
South Uniacke	Hants N.S	38 50	43 00		
South Vale	Colchester N.S	20 00	16 00		
South Vancouver	Burrard B.C	91 00	40 00		
South Victoria	Cumberland N.S	17 77	12 00		
Southville	Digby N.S	11 98	12 00		
South Wallace	Cumberland N.S	26 00	16 00		
South Wellington	Vancouver B C	211 10	90 00		
South West	Prince West P.E.I	17 16	12 00		
South West Margaree	Inverness N.S	98 94	40 00	2 00	6 00
South West Point	Chicoutimi & Saguenay Q	6 00	12 00		
South West Port Hood	Inverness N.S	12 96	12 00		
South West Port Mouton	Shelburne & Queen's N.S	14 16	12 00		
South West Ridge	Inverness N.S	10 00	12 00		
Southwold Station	Elgin, W.R O	227 18	90 00		
South Zorra	Oxford, N.R O	48 67	24 00		
Sowerby	Algoma O	116 19	44 00	3 00	
Spallumcheen	Yale & Cariboo B.C	35 98	24 00		
Spanish River	Nipissing O	262 62	112 00		
Spanish River Station	Nipissing O	190 79	110 00		
Spanish Ship Bay	Guysboro N.S	70 94	24 00		
Sparrow Lake	Ontario, N.R O	92 00	30 00		
Spa Springs	Annapolis N.S	45 00	28 00		
Speedside	Wellington, S.R O	29 00	16 00		
Speerville	Carleton N.B	26 00	10 00		
Speight's Corner	Sunbury & Queen's N.B	6 00	12 00		
Spence	Muskoka & Parry Sd O	62 00	28 00	4 00	
Spence	Westmoreland N.B	15 00	12 00		
Spencer's Island	Cumberland N.S	174 42	60 00		
Speyside	Halton O	27 90	16 00		
Spiece Mills	Elgin, E.R O	111 00	30 00		
Spires	Wellington, C.R O	10 20	12 00		
†Sprague	Provencher M	77 36	8 50		
Spring Bank	Alta	49 36	24 00		
Springbank	Middlesex, N.R O	90 72	44 00		
Spring Bay	Algoma O	29 01	16 00		
Springbrook	Dorchester Q	33 00	20 00		
‡Spring Coulee	Alta	15 00	2 00		
Springdale	Digby N.S	19 23	12 00		
Springfield	Selkirk M	61 20	36 00		
Springfield	York N.B	19 00	12 00		
Springfield	Prince East P.E.I	34 00	16 00		
Springhaven	Yarmouth N.S	16 00	12 00		
Spring Hill	Russell O	39 01	20 00		
Spring Hill	Compton Q	94 50	60 00	2 00	
Spring Hill	York N.B	28 91	22 00		
Springmount	Gray, N.R O	15 27	12 00		
Spring Road	Sherbrooke Q	18 00	12 00		
Springtown	Renfrew, S.R O	44 86	20 00		
Springvale	Norfolk, S.R O	139 75	60 00		
Spring Valley	Brockville O	265 14	140 00		
Spring Valley	Prince East P.E.I	18 00	12 00		
Springville	Peterborough, W.R O	60 50	24 00		
Springville	Pictou N.S	128 00	56 00		
Spruce Creek	Marquette M	19 00	16 00		
Sprucegrove	Alta	90 19	20 00		

†Opened 15-10-'01. ‡Opened 1-5-'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Spruce Lake	St. John.....N.B	8 00	12 00	.....	.....
Spruce Lake Station	St. John.....N.B	.....	10 00	.....	.....
Spry	Bruce, N.R.....O	88 81	64 00	4 00	.....
Spry Bay	Halifax.....N.S	226 74	76 00	2 00	18 00
Spry Harbour	Halifax.....N.S	75 39	28 00	.....	12 00
Spuzzum	Yale & Cariboo.....B.C	48 47	24 00	.....	.....
Spy Hill	.....Assa. East	66 50	24 00	.....	.....
Squamish	Burrard.....B.C	54 05	30 00	.....	.....
Stadacona	Quebec East.....Q	28 00	16 00	.....	.....
Staffa	Perth, S.R.....O	213 53	92 00	.....	.....
Stafford	Renfrew, N.R.....O	46 00	20 00	.....	.....
Stagsburn	Wright.....Q	40 00	20 00	.....	.....
Stake Road	Cumberland.....N.S	.....	24 00	.....	.....
Stanbridge Station	Missisquoi.....Q	455 76	130 00	140 00	.....
Stanburn	Lunenburg.....N.S	12 00	16 00	.....	.....
Stanbury	Missisquoi.....O	19 00	12 00	.....	.....
Stanchel	Prince East.....P.E.I	12 96	12 00	.....	.....
Stand Off	.....Alta	62 50	20 00	.....	.....
Standon	Dorchester.....Q	214 09	80 00	20 00	36 00
Stanhope	Stanstead.....Q	82 32	40 00	.....	.....
Stanhope	Queen's East.....P.E.I	20 00	12 00	.....	.....
Stanley	Yale & Cariboo.....B.C	125 60	60 00	.....	.....
Stanley	Algoma.....O	19 44	40 00	.....	.....
Stanley	Cumberland.....N.S	23 00	12 00	.....	.....
Stanleydale	Muskoka & Parry Sd..O	15 00	16 00	4 00	.....
Stanley House	Muskoka & Parry Sd..O	66 00	32 00	.....	.....
Stanley Section	Lunenburg.....N.S	19 96	12 00	.....	.....
Stanley's Corners	Carleton.....O	47 00	24 00	.....	.....
Stanley's Mills	Peel.....O	27 88	16 00	.....	.....
Stanstead Junction	Stanstead.....Q	190 00	70 00	10 00	.....
Stanton	Simcoe, S.R.....O	194 60	100 00	.....	.....
Stanwood	Northumberland, E.R.O	80 80	32 00	.....	.....
*Stanwood's Beach	Yarmouth.....N.S	15 00	10 00	.....	.....
Stapledon	Carleton.....O	62 40	40 00	.....	.....
Staple's Brook	Colchester.....N.S	12 00	12 00	.....	.....
Star	Cardwell.....O	8 50	1 18	.....	.....
Star	.....Alta	126 72	52 00	.....	.....
Starbuck	Selkirk.....M	245 60	70 00	.....	.....
§Star City	.....Sask	6 00	1 00	.....	.....
Stardale	Prescott.....O	55 93	24 00	.....	.....
Starkey's	Sunbury & Queen's. N.B	64 00	20 00	.....	.....
Starks Corners	Pontiac.....Q	59 00	24 00	.....	.....
Starkville	Durham, W.R.....O	32 00	20 00	.....	.....
†Star Lake Hotel	Muskoka & Parry Sd..O	.....	1 60	.....	.....
Starnesborough	Huntingdon.....Q	29 00	16 00	.....	.....
Starrat	Muskoka & Parry Sd..O	21 96	16 00	.....	.....
Staynerville	Argenteuil.....Q	77 34	38 00	.....	.....
Steam Mill Village	King's.....N.S	80 00	44 00	.....	.....
Steele's Lake	Cape Breton.....N.S	6 00	10 00	.....	.....
Steel's	Pontiac.....Q	13 25	12 00	.....	.....
a Steelton	Algoma.....O	53 00	1 67	.....	.....
Steenburg	Hastings, N.R.....O	91 76	56 00	.....	.....
Steep Creek	.....Sask	14 18	20 00	.....	.....
Steep Creek	Guysborough.....N.S	11 10	12 00	.....	.....
Steerford	.....Assa. West	6 50	7 50	.....	.....
Steevescote	Albert.....N.B	16 00	12 00	.....	.....
Steeve's Mountain	Westmoreland.....N.B	11 92	12 00	.....	.....
Steeve's Settlement	Westmoreland.....N.B	19 94	12 00	.....	.....

*Summer office. †Summer office. †Closed 1-11-01. Opened 19-5-01. §Opened 1-6-02. *a* Opened 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Stenson	Richmond & Wolfe....Q	33 20	12 00		
Stephenfield	Lisgar....M	23 00	16 00		
Stevenson	Kent....O	161 44	90 00		
Stewart	Kent....O	145 50	50 00		
Stewart Bay	Muskoka & Parry Sd..O	2 00	16 00		
Stewartdale	Inverness....N.S	26 00	12 00		*a*40 00
Stewarton	King's....N.B	25 00	20 00		
Stewart River	Yukon....N.W.T	10 00	††		
Stewartville	Renfrew, S.R....O	43 78	28 00		
Stewiacke Cross Roads	Colchester....N.S	81 50	50 00	6 00	
Stickney	Carleton....N.B	53 00	36 00		
Stiles Village	Westmoreland....N.B	10 98	12 00		
Stillman	Pictou....N.S	43 85	24 00		
Still Water	Guysborough....N.S	88 44	30 00		**13 50
Stirling	Richmond....N.S	10 95	12 00		
Stirling	Alta	229 10	70 00		
Stirling Brook	Hants....N.S	47 98	16 00		
Stirling Falls	Muskoka & Parry Sd..O	29 20	20 00		
Stobie Mine	Nipissing....O	215 00	80 00		
Stockdale	Northumberland, E.R.O	62 00	24 00		
Stockwell	Chateauguay....Q	25 50	20 00	2 00	
Stoddarts	Annapolis....N.S	48 00	24 00		
Stoke Centre	Richmond & Wolfe....Q	68 92	60 00		
Stokes Bay	Bruce, N.R....O	116 17	48 00	8 00	
Stoneham	Quebec....Q	27 68	16 00	2 00	
Stonehaven	Gloucester....N.B	125 15	44 00		
Stone House	Cumberland....N.S	25 25	12 00		
Stoneleigh	Ontario, N.R....O	25 50	16 00		
Stone Quarry	Welland....O	62 00	24 00		
Stone Ridge	York....N.B	25 00	20 00		
Stony Beach	Assa. West	52 18	24 00		
Stony Creek	Albert....N.B	3 00	12 00		
Stony Island	Shelburne & Queen's N.S	55 88	24 00		
‡Stony Lake	Peterborough, E.R....O	140 00	42 00		
Stony Mountain	Selkirk....M	246 60	130 00		
Stony Plain	Alta	88 73	28 00		
Stony Point	Essex, N.R....O	77 00	44 00	20 00	
Stoneywood	Wellington, N.R....O	19 50	16 00		
Storie	Muskoka & Parry Sd..O	5 00	12 00		
Stormont	Guysborough....N.S	27 00	16 00		12 00
Stornoway	Compton....Q	122 41	71 00	2 00	
Straffordville	Elgin, E.R....O	248 70	100 00	2 00	18 00
Strange	York, N.R....O	93 36	40 00		
Strasburg	Waterloo, S.R....O	107 20	80 00		
Strassburg	Assa. West	25 50	20 00		
Stratford Centre	Richmond & Wolfe....Q	152 08	48 00		
Strathadam	Northumberland....N.B	20 86	12 00		
Strathavon	Grey, N.R....O	97 43	48 00		
Strathburn	Middlesex, W.R....O	127 95	56 00		
Strathcarrol	Assa. East	33 98	12 00		
Strathewen	Selkirk....M	14 40	12 00		
Strathmore	Cornwall & Stormont..O	24 98	16 00		
Strathnairn	Grey, E.R....O	21 00	12 00		
Strathtay	Renfrew, S.R....O	28 75	16 00		
Stratton	Peterborough, E.R....O	52 88	16 00		
a Stratton Station	Algoma....O	97 83	3 33	8 00	
Street's Ridge	Cumberland....N.S	15 00	12 00		

‡ Summer office. *a* Including $32 arrears. ** Including $4.50 arrears. †† Sal., &c., entered in Auditor General's Report. *a* Opened 1-3'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Stromness	Haldimand & Monck...O	107 96	42 00		
Stronach Mountain	Annapolis .....N.S	39 02	26 00		
Stuartburn	Provencher .....M	230 38	72 00		
Stubb's Bay	Pontiac.....Q	145 78	50 00		
Sturgeon	Queen's East.....P.E.I	51 00	12 00		
Sturgeon Bay	Simcoe, E.R.....O	82 00	44 00		
¶ Sturgeon Point	Victoria, N.R .....O		0 80		
Sucker Creek	Yale & Cariboo .....B.C		15 80		
Suffield	Sherbrooke.....Q	61 50	24 00		
Suffolk Station	Queen's East.....P.E.I	12 00	12 00		
Sugar Loaf	Victoria.....N.S	20 92	12 00		
Summerberry	.....Assa. East	127 20	40 00		12 00
Summerfield	Carleton .....N.B	18 96	12 00		
Summerhill	Huron, S.R. .....O	33 00	20 00		
Summer Hill	Sunbury & Queen's...N.B	41 25	20 00		
Summerlea	Jacques Cartier .....Q	6 00	16 00		
Summerstown	Glengarry .....O	355 58	140 00		
Summerstown Station	Glengarry .....O	158 04	72 00	12 00	
Summerville	Peel.....O	140 50	90 00		
Summerville	King's.....P.E.I	32 48	12 00		
Summerville Centre	Shelburne & Queen's.N.S	31 35	20 00		
§Summit	Yale & Cariboo .....B.C	10 00	13 33		
Sumner	.....Assa. East	68 51	24 00	12 00	
Sunbury	Frontenac.....O	91 41	50 00		
Sunbury	New Westminster..B.C	51 15	20 00		
Sundridge	Pictou.....N.S	16 98	16 00		
Sunnidale	Simcoe, N.R.....O	36 40	18 00		
Sunnidale Corners	Simcoe, N.R.....O	110 12	40 00		
Sunny Bank	Gaspé.....Q	18 00	12 00		
Sunnybrae	Pictou .....N.S	231 30	76 00	20 00	
Sunnymead	.....Assa. East	23 84	16 00		
Sunnyside	Pontiac.....Q	171 00	90 00		
Sunnyside	King's.....N.S	6 00	12 00		
Sunnyside	Restigouche .....N.B	12 00	12 00		
Sunshine	Huron, E.R.....O	19 40	12 00		
Surette Island	Yarmouth.....N.S	47 00	24 00		
Surprise Valley	.....Assa. West	9 20	12 00		
Surrey	Albert .....N.B	300 36	136 00		
Surrey Centre	New Westminster ...B.C	57 00	30 00		
Sussex Corner	King's.....N.B	193 50	72 00		
Sussex Portage	King's.....N.B	11 00	12 00		
Sutherland	Antigonishe.....N.S	15 00	12 00		
Sutherland's River	Pictou.....N.S	31 98	12 00		
Suthwyn	Selkirk.....M	9 57	16 00		
*Sutorville	Lambton, E.R.....O	81 50	7 50		
‖ Sutton	St. John.....N.B	27 00	3 75		
Swan Creek	Sunbury & Queen's..N.B	32 40	12 00		
Swansburg	Shelburne & Queen's.N.S	16 00	12 00		
Swansea	York, W.R.....O	841 25	190 00		
Sweaburg	Oxford, S.R.....O	124 73	50 00		
Sweenyville	Kent .....N.B	17 00	12 00		
Sweet's Corners	Hants.....N.S	45 00	24 00		
Sweet's Corners	Leeds, S.R.....O	48 50	30 00		
Swindon	Muskoka & Parry Sd..O	29 00	16 00		
Swinton Park	Grey, E.R. .....O	87 21	44 00		
Switzerville	Lennox .....O	15 00	12 00		
Sydenham Place	Drummond & Artha'ka.Q	67 00	40 00		
Sydney Forks	Cape Breton .....N.S	29 92	16 00	4 00	

¶ Summer office. * Opened 1-10'01. ‖ Opened 15-2'02. §Closed 1-3'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sydney River	Cape Breton N.S	32 85	24 00		
Sykeston	Lambton, W.R. O	28 96	20 00		
Sylvan	Middlesex, N.R O	112 00	60 00		
Sylvan Valley	Algoma O	53 76	20 00		
Sylvan Valley	Antigonishe N.S	14 00	12 00		
Sylvester	Picton N.S	23 18	12 00		
Synton	Albert N.B	3 00	10 00		
Sypher's Cove	Sunbury & Queen's N.B	6 00	12 00		
TABUCINTAC	Northumberland N.B	144 54	44 00		
Tache, Station	Algoma O	16 90	35 00	2 00	16 00
‡Tadousac Ouest	Chicoutimi & Saguenay Q	6 00	0 83		
*Tagish Lake	Yukon District N.W.T		†		
Taillon	Chicoutimi & Saguenay Q	10 40	12 00		
Talbotville Royal	Elgin, W.R O	135 40	50 00		
Tamarisk	Marquette M	19 84	40 00		
Tancook Island	Lunenburg N.S	72 37	24 00		
Tancred	Lambton, E.R O	15 90	16 00		
Tansley	Halton O	45 00	24 00		
Tantallon	Halifax N.S	69 98	32 00		
Tantallon	Assa. East	68 88	24 00		
Tapley's Mills	Carleton N.B	8 00	12 00		
Tapleytown	Wentworth, S.R O	115 86	40 00		
Tarantum	Queen's East P.E.I	5 00	10 00		
Tarbert	Wellington, N.R O	41 50	18 00		
Tarbot	Victoria N.S	20 20	12 00		6 00
Tatamagouche Mountain	Colchester N.S	20 00	16 00		
Tatehurst	Chateauguay Q	72 92	24 00		
Tatlock	Lanark, N.R O	24 12	20 00		
Taunton	Ontario, S.R O	55 70	30 00		
Taylor	Leeds, S.R O	37 00	20 00		
Taylor's Head	Halifax N.S	54 48	24 00		
Taylor Village	Westmoreland N.B	72 32	30 00		
Taylorville	Alta.	52 80	12 00		
Tay-Mills	York N.B	10 98	12 00		
Tay Settlement	York N.B	51 50	24 00		
Tayside	Cornwall & Stormont O	43 84	20 00		
Tecumseh	Essex, N.R O	273 50	110 00	4 00	
Teeterville	Norfolk, N.R O	189 80	90 00		
Tehkummah	Algoma O	107 80	40 00	8 00	
Telfer	Middlesex, E.R O	13 00	12 00		
Telegraph Creek	Burrard B.C	11 00	†		
Telford	Pictou N.S	10 00	12 00		
Temperance Vale	York N.B	51 79	24 00	5 66	
Temperanceville	York, N.R O	45 00	60 00		
Temple	York N.B	50 00	24 00		
Tempo	Middlesex, S.R O	35 05	24 00	3 00	
Tenby Bay	Algoma O	16 20	12 00		
Tenecape	Hants N.S	76 96	42 00		
Ten Mile Creek	St. John N.B	36 98	16 00		
Ten Mile House	Queen's East P.E.I	14 50	10 00		
Tennant's Cove	King's N.B	20 87	12 00		
Tennyson	Lanark, S.R O	10 00	12 00		
Terence Bay	Halifax N.S	13 46	12 00		6 00
Terminus	Bothwell O	29 00	12 00		
Terra Cotta	Peel O	61 50	28 00	3 00	

† Salary, &c., entered in Auditor General's Report. * Closed 1-10-01. ‡ Opened 1-6-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Terra Nova	Simcoe, S.R. O	53 89	20 00		
Terra Nova	New Westminster B.C	116 00	48 00		
Tessierville	Rimouski Q	218 10	90 00		20 00
Teston	York, W.R O	31 86	24 00		
Tête à Gauche River (North Side)	Gloucester N.B	1 50	12 00		
Tête à Gauche River (South Side)	Gloucester N.B	18 00	12 00		
†Tetlock	Assa. East	33 20	13 05	3 35	
Teulon	Selkirk M	274 61	90 00		
Teviotdale	Wellington, N.R O	67 69	40 00		
Tewkesbury	Quebec Q	7 00	12 00		
Texas River	York N.B	11 98	12 00		
Thames Road	Perth, S.R O	57 00	30 00		
Thanet	Hastings, N.R O	15 04	16 00		
The Barony	York N.B	20 00	16 00		
The Bluffs	King's N.B	10 50	12 00		
The Falls	Colchester N.S	76 95	20 00		
The Flats	Hastings, N.R O		12 00		
The Gore	Middlesex, E.R O	56 14	30 00		
The Grange	Cardwell O	20 00	16 00		
The Grant	King's N.B	7 85	10 00		
The Grove	Middlesex, E.R O	25 00	16 00		
The Gully	Northumberland W.R. O	29 50	12 00		
The Hawk	Shelburne & Queen's. N.S	43 14	20 00		
The Lake	Russell O	55 90	40 00		
The Landing	Macdonald M	105 77	40 00		
The Lodge	Lunenburg N.S	15 18	12 00		
The Long Stretch	Inverness N.S	12 00	12 00		
The Maples	Wellington, C.R O	22 50	12 00		
The Narrows	Selkirk M	43 44	20 00	3 00	
Theodore	Assa. East	49 29	32 00	2 00	
The Pas	Sask	41 20	24 00		
The Pines	Lennox O	9 00	12 00		
The Points, West Bay	Richmond N.S	58 50	32 00		6 00
The Range	Sunbury & Queen's. N.B	40 00	20 00		
Thériault	Gloucester N.B	13 40	12 00		
The Ridge	Hastings, N.R O	46 88	24 00		
The Slash	Algoma O	12 00	12 00		
The Willows	Northumberland N.B	22 50	14 00		
Thingvalla	Assa. East	20 00	20 00		
Thistle	Grey, S.R O	22 50	12 00		
*Thomaston	York N.B	15 50	5 00		
Thomond	King's N.B	11 25	12 00		
Thompson	Algoma O	137 50	60 00		
Thomson's Landing	Yale & Cariboo B.C	257 84	50 00		
Thompson's Station	Cumberland N.S	174 49	76 00	23 66	
Thompsonville	Simcoe, S.R O	73 67	40 00		
Thornbrook	King's N.B	10 00	12 00		
Thornby	Pontiac Q	37 00	24 00		
Thorn Centre	Pontiac Q	30 98	20 00		
Thorncliffe	Bothwell O	28 00	20 00		
Thorndyke	Queen's East P.E.I	9 00	12 00		
Thorne's Cove	Annapolis N.S	112 44	96 00		
Thornetown	Sunbury & Queen's N.B	13 00	8 00		
Thornyhurst	Bothwell O	28 92	16 00		
Thorpe	Lennox O	25 00	16 00		
Three Brooks	Victoria N.B	63 00	24 00	2 00	
Three Brooks	Pictou N.S	21 86	12 00		
Three Lakes	Beauce Q	35 16	24 00		

* Opened 1-1-02. † Closed 21-1-02; re-opened 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Three Mile Plains	Hants N.S	102 40	30 00		
Three Tree Creek	Sunbury & Queen's N.B	24 00	16 00		
Throoptown	Grenville, S.R O	5 00	12 00		
Thunder Hill	Marquette M	29 38	12 00		
*Thunder Hill	Yale & Cariboo B.C	15 18	10 00		
Thunder River	Chicoutimi & Saguenay Q	53 16	24 00		
Thurlow	Burrard B.C	136 36	70 00	2 00	
Tichborne	Addington O	131 24	56 00		
Tiddville	Digby N.S	36 00	20 00		
Tidnish Bridge	Westmoreland N.B	110 48	36 00		30 00
Tiefengrund	Sask	34 00	16 00		
Tikonabé	Chicoutimi & Saguenay Q	70 00	24 00	16 00	
Tilley	Victoria N.B	22 20	12 00		
Tilley	Leeds, S.R O	56 00	16 00		
Tilley Road	Gloucester N.B	13 10	12 00		
Tindastoll	Alta	70 20	24 00		
Tintern	Lincoln & Niagara O	78 00	24 00		†30 00
Tioga	Simcoe, S.R O	127 10	70 00		
Tiree	Assa. East	5 20	12 00		
Titus Station	Richmond & Wolfe Q	40 00	20 00		
Titusville	King's N.B	64 84	‡28 00		
Tobermory	Bruce, N.R O	168 27	48 00		
Tobique Narrows	Victoria N.B	13 00	12 00		
Tobique River	Victoria N.B	16 94	16 00		
Todmorden	York, E.R O	206 00	56 00		
Tofield	Alta	52 08	12 00		
Tolsta	Compton Q	12 00	12 00		
Toney Mills	Pictou N.S	42 00	16 00		
Toney River	Pictou N.S	16 00	16 00		
Tooleton	King's N.B	41 00	24 00		
Topping	Perth, N.R O	26 48	20 00		
Torbay	Guysborough N.S	71 98	40 00		
Torbrook	Annapolis N.S	59 96	24 00		
Torbrook East	Annapolis N.S	72 00	30 00		
Torbrook Mines	Annapolis N.S	109 98	70 00		
Tormore	York, W.R O	19 60	20 00		
Torrance	Simcoe, E.R O	95 94	28 00		
Totonka	Marquette M	9 88	16 00		
Touchwood Hills	Assa. East	45 00	24 00		
Tourelle	Gaspe Q	32 00	16 00		
Tower Hill	Charlotte N.B	35 00	16 00		
Town Plot	King's N.S	105 00	40 00		
Townsend Centre	Norfolk, N.R O	65 00	30 00		
Toy's Hill	Dundas O	18 00	16 00		
Tracadie	Antigonishe N.S	48 00	30 00	2 00	
Tracadie Cross	Queen's East P.E.I	17 00	16 00	2 00	
Tracadie Road	Guysborough N.S		10 00		
Tracey's Mills	Carleton N.B	58 00	30 00		
Tracey Station	Sunbury & Queen's N.B	132 36	76 00	4 00	
Traceyville	Sunbury & Queen's N.B	3 00	12 00		
Trafalgar	Halton O	161 68	56 00	10 00	
Trafalgar	Guysborough N.S	22 18	12 00		
Trafford	Addington O	11 98	16 00		
Tralee	Wellington, C.R O	25 94	20 00		
Tramore	Renfrew, S.R O	32 15	20 00		
Traveller's Rest	Prince East P.E.I	25 00	12 00		
Traverston	Grey, S.R O	58 00	30 00		
Treadwell	Prescott O	81 00	60 00		

*Closed 1-1-02; re-opened 1-4-02. †Including $6 arrears. ‡Including $4 special allowance.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Trecastle	Wellington, C.R. O	33 96	30 00		
Tregarva	Assa. West	42 34	16 00		
Tremblay	Chicoutimi & Saguenay Q	183 96	60 00	12 00	
Tremont	King's N.S	27 00	16 00		
Trenholm	Drummond & Artha'ka. Q	66 12	36 00		
Trent Bridge	Northumberland, E.R. O	100 04	50 00		
Trevelyan	Leeds, S.R O	31 00	20 00		
Trilby	Queen's East P.E.I	12 03	12 00		
Tring Junction	Beauce Q	175 00	100 00		
Trinity	Wentworth, N. & Brant. O	27 00	20 00		
Triton Fish Club	Quebec Q	‡11 00			
Trois Saumons	L'Islet Q	128 70	55 00		
Trottier	Drummond & Artha'ka. Q	119 76	64 00		
Trout Brook	Northumberland N.B	11 00	12 00		
Trout Brook	Drummond & Artha'ka. Q	163 42	70 00		
Trout Brook	Cape Breton N.S	11 20	12 00		
Trout Lake	Muskoka & Parry Sd. O	46 50	24 00		
Trout River	Huntingdon Q	83 00	32 00		
Trout River	Inverness N.S	38 96	12 00		6 00
Trout Stream	Gloucester N.B	15 00	12 00		
Trowbridge	Perth, N. R. O	195 93	80 00		
Troy	Wentworth, N. & Brant. O	255 50	90 00		
Troy	Inverness N.S	11 00	12 00		6 00
*Trudeau	Algoma O	40 60	3 33		
Truemanville	Cumberland N.S	42 98	16 00		
Tryon	Prince East P.E.I	96 50	60 00		12 00
Tiam	Simcoe, S.R. O	44 00	30 00		
Tuftsville	Hastings, W.R. O	48 00	28 00		
†Tulloehgorum	Chateauguay Q	8 00	0 83		
Tumbell	Marquette M	48 15	20 00		
Tunnel	Lambton, W.R. O	490 86	**210 00		
Tupper	Macdonald M	8 00	20 00	2 00	
Fupperville	Annapolis N.S	129 75	56 00		
Turgeon	Bellechasse Q	20 50	12 00		
Turgoose	Vancouver B.C	57 86	20 00		
Turkey Hill	Brome Q	21 94	12 00		
Turnerville	Bothwell O	67 00	24 00		
Turriff	Hastings, N.R O	70 46	30 00		
Turtle Creek	Albert N.B	55 00	20 00	10 00	
Turtle Lake	Muskoka & Parry Sd. O	17 96	16 00		
Turtle Mountain	Brandon M	43 00	30 00		
Turtle River	Macdonald M	25 94	20 00		
Tuscarora	Brant, S.R. O	173 86	64 00		
Tusket Falls	Yarmouth N.S	10 00	12 00		
Tweedside	Wentworth, S.R O	28 00	18 00		
Tweedside	York N.B	46 25	20 00		
Twin Elm	Carleton O	107 21	36 00		
Two Creeks	Marquette M	5 94	12 00		
Two Islands	Cumberland N.S	6 00	12 00		
Two Rivers	Cumberland N.S	82 44	40 00		
Tyndall	Selkirk M	344 07	120 00		14 00
Tynehead	New Westminster B.C	22 00	20 00		
Tyneside	Haldimand & Monck O	45 00	30 00		
Tyne Valley	Prince West P.E.I	145 00	70 00		
Tyotown	Glengarry O	38 92	20 00		
Tyrconnell	Elgin, W.R. O	98 80	48 00		
Tyrone	Durham, W.R. O	180 51	90 00		
Tyrone	Queen's West P.E.I	55 50	12 00		
Tyrrell	Norfolk, N.R. O	88 00	28 00		

*Opened 1-3-02. †Opened 1-6-02. ‡Credit for new office not yet opened. **Including $70 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
UCLUELET	Vancouver	B.C 91 77	28 00		
Udney	Ontario, N.R	O 84 14	36 00		
Udora	Ontario, N.R	O 189 00	80 00		
Ufford	Muskoka & Parry Sd	O 35 00	20 00		
Ulthoff	Simcoe, E.R	O 119 48	30 00		
Ullswater	Muskoka & Parry Sd	O 43 00	20 00		
Umatilla	Marquette	M 55 20	36 00		
Umfraville	Hastings, N.R	O 21 00	25 00		
Underhill	Northumberland	N.B 59 97	30 00		
Underhull	Brandon	M 140 20	30 00		
Undine	Victoria	N.B 11 00	16 00		
Uniacke Mines	Hants	N.S 12 25	0 83		
Union Centre	Pictou	N.S 5 00	10 00		
Union Corner	Carleton	N.B 37 00	12 00		
Union Corner	Prince East	P.E.I 31 49	10 00		
Union Point	Provencher	M 61 74	24 00		
Union Road	Queen's East	P.E.I 9 00	12 00		
Union Square	Lunenburg	N.S 41 48	16 00		
Union Valley	Leeds, S.R	O 5 00	12 00		
Uno Park	Nipissing	O 46 96	10 00		
Uplands	Muskoka & Parry Sd	O 36 03	20 00	4 00	
*Upper	Haldimand & Monck	O 21 00	13 34		
Upper Abougoggin	Westmoreland	N.B 48 00	16 00		
†Upper Baddeck River	Victoria	N.S 12 00	12 00		
Upper Bass River	Colchester	N.S 23 00	12 00		
Upper Bay du Vin	Northumberland	N.B 9 48	12 00		
Upper Bedford	Missisquoi	Q 196 85	80 00		
Upper Big Tracadie	Guysborough	N.S 18 88	12 00		
Upper Blackville	Northumberland	N.B 73 00	36 00	4 00	
Upper Branch	Lunenburg	N.S 33 00	16 00		
Upper Brighton	Carleton	N.B 29 40	12 00		
Upper Brookside	Colchester	N.S 14 00	10 00		
Upper Buctouche	Kent	N.B 16 20	12 00		
‡Upper Burlington	Hants	N.S 17 00	8 58		
Upper Burton	Sunbury & Queen's	N.B 13 75	12 00		
Upper Canard	King's	N.S 98 70	50 00		
Upper Cape	Westmoreland	N.B 38 96	20 00		
Upper Caraquet	Gloucester	N.B 97 98	50 00		
Upper Caverhill	York	N.B 21 00	16 00		
Upper Charlo	Restigouche	N.B 49 46	20 00		
Upper Chelsea	Lunenburg	N.S 9 00	12 00		
Upper Clements	Annapolis	N.S 44 50	20 00		
Upper Clyde River	Shelburne & Queen's	N.S 9 00	12 00		
Upper Coal Creek	Sunbury & Queen's	N.B 8 98	12 00		
Upper Coverdale	Albert	N.B 12 00	12 00		
Upper Derby	Northumberland	N.B 33 20	14 00		
Upper Dorchester	Westmoreland	N.B 139 00	66 00	16 00	
Upper Dover	Westmoreland	N.B 15 92	12 00		
Upper Dyke Village	King's	N.S 46 00	24 00		
Upper Economy	Colchester	N.S 57 00	36 00		
Upper Fort Lawrence	Cumberland	N.S 39 98	16 00		
Upper Gaspereaux	Sunbury & Queen's	N.B 20 92	12 00		
Upper Glencoe	Inverness	N.S 13 00	12 00		
Upper Glen Road	Antigonishe	N.S 4 00	12 00		
Upper Goshen	Albert	N.B 16 96	12 00		
Upper Grand Mira	Cape Breton	N.S 11 96	12 00		

*Closed 30 6-'01; Re-opened 1-9-'01. † Late Upper Settlement of Baddeck River. ‡Closed 13 1 '02. ‖ Opened 1 6-'02.

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APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Granville	Annapolis N.S	77 46	24 00		
Upper Greenwich	King's N.B	12 00	12 00		
Upper Hampstead	Sunbury & Queen's N.B	28 96	16 00		
Upper Hayneville	York N.B	41 88	20 00		
Upper Kempt Head	Victoria N.S	9 50	12 00		
Upper Kemptown	Colchester N.S	43 98	16 00		
Upper Kennetcook	Hants N.S	71 86	30 00		
Upper Kent	Carleton N.B	83 36	44 00	2 00	
Upper Keswick	York N.B	44 94	26 00		
Upper Keswick-Ridge	York N.B	9 00	12 00		
Upper Kingsbury	Lunenburg N.S	35 19	30 00		
Upper Kintore	Victoria N.B	38 96	12 00		
Upper Knoxford	Carleton N.B	55 96	20 00		
Upper La Have	Lunenburg N.S	38 00	16 00		
Upper Leitch's Creek	Cape Breton N.S	12 00	12 00		
Upper Loch Lomond	St. John N.B	19 90	12 00		
Upper Magaguadavic	York N.B	58 88	20 00		
Upper Malagash	Cumberland N.S	20 00	12 00		
Upper Margaree	Inverness N.S	46 96	20 00	2 00	6 00
Upper Maugerville	Sunbury & Queen's N.B	71 36	30 00		
Upper Melbourne	Richmond & Wolfe Q	141 00	74 00		
Upper Middleboro'	Cumberland N.S	71 00	30 00		
*Upper Middle River	Victoria N.S	29 80	16 00	2 00	
Upper Nappan	Cumberland N.S	4 00	12 00		
Upper Nelson	Northumberland N.B	25 88	16 00		
Upper New Cornwall	Lunenburg N.S	37 65	16 00		
Upper New Harbour	Guysboro' N.S	32 75	16 00	5 00	
Upper New Horton	Albert N.B	34 00	16 00		
Upper New Port	Hants N.S	44 11	20 00		
Upper Nine Mile River	Hants N.S	55 98	20 00		
Upper North River	Colchester N.S	10 00	12 00		
Upper Ohio	Shelburne & Queen's N.S	15 20	12 00		
Upper Otnabog	Sunbury & Queen's N.B	16 00	12 00		
Upper Peel	Carleton N.B	14 00	14 00		
Upper Pereaux	King's N.S	49 00	20 00		
‡Upper Pinevale	Antigonishe N.S	6 00	12 00		
Upper Pockmouche	Gloucester N.B	175 71	66 00	8 00	
Upper Pointe de Bute	Westmoreland N.B	29 00	16 00		
Upper Port Latour	Shelburne & Queen's N.S	135 20	44 00		
Upper Pugwash	Cumberland N.S	8 98	12 00		
Upper Queensbury	York N.B	40 00	16 00		
Upper Rawdon	Hants N.S	90 00	40 00		
Upper River Dennis	Inverness N.S	13 94	12 00		
Upper Rockport	Westmoreland N.B	11 86	12 00		
Upper St. Bazil	Victoria N.B	307 95	80 00		
Upper Sackville	Halifax N.S	15 66	12 00		
Upper Sackville	Westmoreland N.B	247 00	96 00	2 00	
Upper Scotsburn	Pictou N.S	12 00	12 00		
Upper Sheffield	Sunbury & Queen's N.B	69 00	30 00		
Upper Smithfield	Guysborough N.S	27 50	12 00		10 00
Upper Southampton	York N.B	19 00	12 00		
†Upper South River	Antigonishe N.S	53 65	36 00	2 00	
Upper S'th-West Mabou	Inverness N.S	11 92	12 00		
Upper Springfield	Antigonishe N.S	12 00	12 00		
Upper Sumas	New Westminster B.C	68 00	28 00		
Upperton	King's N.B	43 92	20 00		
Upper Washabuck	Victoria N.S	19 00	12 00		
Upper Westmoreland	Prince East P.E.I	14 00	12 00		

* Late Upper Settlement of Middle River. † Late McNaughton. ‡ Late Blueberry Hill.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Whitehead	Guysboro'.....N.S	13 50	12 00		
Upper Wicklow	Carleton.....N.B	39 00	18 00		
Upper Wood Harbour	Shelburne & Queen's.N.S	81 44	40 00		
Uptergrove	Ontario, N.R.....O	132 86	64 00		
Upton	King's.....P.E.I	23 13	16 00		
Urbania	Hants.....N.S	3 94	16 00		
Urbinville	Prince West.....P.E.I	9 00	12 00		
Urney	King's.....N.B	9 25	12 00		
Urquhart	.....Alta	97 38	20 00		
Urquharts	King's.....N.B	9 96	12 00		
Ursa	Peterborough, E.R.....O	57 86	24 00		
Usher	Antigonishe.....N.S	13 00	12 00		
Utica	Ontario, S.R.....O	78 35	40 00		
Utopia	Simcoe, S.R.....O	63 05	32 00		
Utopia	Charlotte.....N.B	16 44	10 00		
Uttoxeter	Lambton, W.R.....O	58 00	24 00		
VACHELL	York, N.R.....O	67 82	28 00		
Valcartier	Quebec.....Q	50 96	24 00		
Valcartier Station	Quebec.....Q	9 50	12 00		
Valcartier Village	Quebec.....Q	72 96	24 00		
Valcourt	Shefford.....Q	400 69	160 00	12 00	
Val des Bois	Labelle.....Q	90 00	40 00		
Valencay	Labelle.....Q	41 98	16 00		
Valenciennes	Mégantic.....Q	20 00	16 00		
Valens	Wentworth N. & Brant.O	75 00	40 00		
Valentia	Victoria, S.R.....O	131 75	60 00		
Vale Perkins	Brome.....Q	129 98	50 00		
Valetta	Kent.....O	225 29	92 00		
Vallentyne	Ontario, N.R.....O	103 49	44 00		
Valley	.....Assa.-East	15 00	12 00		
Valleyfield	Queen's East.....P.E.I	44 50	20 00		
Valleyfield East	King's.....P.E.I	20 00	20 00		
Valley Mills	Inverness.....N.S	11 92	16 00		
Valley River	Marquette.....M	113 73	52 00		
Valley Station	Colchester.....N.S	40 00	28 00	6 00	
Valley View	.....Assa. East	41 00	16 00		
Valmont	Champlain.....Q	130 00	60 00		
Valmorin	Terrebonne.....Q	13 50	12 00		
Valois	Jacques Cartier.....Q	35 00	20 00		
Valracine	Compton.....Q	126 60	72 00		
Vanbrugh	Renfrew, S.R.....O	49 00	24 00		
Vancamp	Dundas.....O	63 83	49 00		
Vandecar	Oxford, S.R.....O	65 66	20 00		
Vandeleur	Grey, S.R.....O	65 00	28 00		
Vandorf	Ontario, W.R.....O	79 36	46 00		
Vanessa	Norfolk, N.R.....O	218 57	92 00		
Van Horne	Kent.....O	12 00	12 00		
Vankoughnet	Ontario, N.R.....O	66 44	24 00		
Vanneck	Middlesex, E.R.....O	35 82	20 00		
Vansickle	Hastings, N.R.....O	18 00	12 00		
Vanvlack	Simcoe, N.R.....O	47 86	24 00		
Varcney	Norfolk, S.R.....O	50 00	16 00		
Varney	Grey, S.R.....O	87 50	48 00		
Vasey	Simcoe, E.R.....O	166 85	80 00		
Vanchuse	L'Assomption.....Q	20 00	20 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ c.	$ c.	$ c.	$ c.
Vaudreuil Station	Vaudreuil ..... Q	186 29	92 00	.....	.....
Vaughan	Hants ..... N.S	18 00	12 00	.....	.....
Vavasour	Muskoka & Parry Sd. O	8 00	12 00	.....	.....
Vegreville	..... Alta	64 84	12 00	.....	.....
Vellore	York, W.R ..... O	63 80	28 00	.....	.....
†Vendome	Beauharnois ..... Q	12 00	10 73	.....	.....
Venice	Missisquoi ..... Q	18 00	12 00	.....	.....
Venlaw	Marquette ..... M	59 78	32 00	.....	.....
Vennachar	Addington ..... O	86 88	48 00	2 00	.....
Venosta	Wright ..... Q	155 21	64 00	.....	.....
Ventry	Grey, E.R ..... O	27 34	20 00	.....	.....
Verdun	Bruce, W.R ..... O	18 96	12 00	.....	.....
Verdun	Jacques Cartier ..... Q	46 10	60 00	.....	.....
Vereker	Essex, S.R ..... O	103 00	44 00	.....	.....
Vermillion Bay	Algoma ..... O	153 95	54 00	.....	30 00
Verna	..... Assa. West	27 92	16 00	.....	.....
Vernal	Antigonishe ..... N.S	12 00	12 00	.....	.....
Verner	Nipissing ..... O	603 08	230 00	6 00	13 50
Vernet	Labelle ..... Q	27 20	16 00	.....	.....
Vernon Mines	King's ..... N.S	11 14	12 00	.....	.....
Vernon River	Queen's East ..... P.E.I	115 80	48 00	6 00	.....
Vernonville	Northumberland, W.R. O	133 57	48 00	.....	.....
Versailles	St. John's & Iberville .. Q	39 00	24 00	2 00	.....
Verschoyle	Norfolk, N.R ..... O	172 25	60 00	.....	.....
Vesta	Bruce, E.R ..... O	60 00	30 00	.....	.....
Vestfold	Selkirk ..... M	29 00	24 00	.....	.....
Vesuvius	King's ..... N.S	15 96	12 00	.....	.....
Vezina's Corner	Richmond & Wolfe .... Q	11 15	12 00	.....	.....
Vicars	Huntingdon ..... Q	45 50	28 00	10 00	.....
Vickers	Grey, S.R ..... O	25 96	20 00	.....	.....
Victoria	Carleton ..... N.B	99 00	60 00	.....	.....
Victoria	Cumberland ..... N.S	23 98	12 00	.....	.....
Victoria Beach	Annapolis ..... N.S	80 00	36 00	.....	.....
Victoria Cross	King's ..... P.E.I	18 00	16 00	.....	.....
Victoria Corners	Ontario, S.R ..... O	34 00	20 00	.....	.....
Victoria Harbour	King's ..... N.S	18 92	12 00	.....	.....
Victoria Line	Inverness ..... N.S	15 00	12 00	.....	.....
Victoria Mines	Cape Breton ..... N.S	71 57	39 00	.....	.....
Victoria Mines	Nipissing ..... O	792 90	180 00	.....	.....
Victoria Square	York, E.R. ..... O	117 40	56 00	.....	.....
Victoria Vale	Annapolis ..... N.S	81 98	38 00	.....	.....
Victoria, West	Prince West ..... P.E.I	24 00	16 00	.....	.....
*Victory	Annapolis ..... N.S	13 50	7 50	.....	.....
Victory	Sunbury & Queen's. N.B	7 00	12 00	.....	.....
Vieille Eglise	Lotbinière ..... Q	130 18	40 00	.....	.....
Vieuneau	Northumberland ..... N.B	8 00	12 00	.....	.....
Vigo	Simcoe, N.R ..... O	27 15	16 00	.....	.....
Villagedale	Shelburne & Queen's. N.S	27 03	20 00	.....	.....
Village des Aulnaies	L'Islet ..... Q	277 54	88 00	.....	.....
Village Green	Queen's East ..... P.E.I	17 00	12 00	.....	.....
Village Saint Jean	Kent ..... N.B	21 00	12 00	.....	.....
Villanova	Norfolk, N.R ..... O	202 78	80 00	.....	.....
Villemay	Lévis ..... Q	35 00	20 00	.....	.....
Villeneuve	Maisonneuve ..... Q	132 50	48 00	.....	.....
Villeneuve	..... Alta	22 46	12 00	.....	.....
Villeray	Laval ..... Q	20 00	16 00	.....	.....
Villette	Compton ..... Q	47 98	12 00	.....	.....
Villiers	Peterborough, E.R .... O	40 82	18 00	.....	.....

* Opened 1-10'01. † Closed 26-5'02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Vincennes	Champlain, Q	95 14	44 00		
Vincent	Sunbury & Queen's, N.B	11 94	12 00		
Vine	Simcoe, S.R., O	34 65	20 00		
Vineland	Lincoln & Niagara, O	136 00	60 00		
Vinemount	Wentworth, S.R., O	118 39	40 00		
Vinton	Pontiac, Q	136 50	56 00		
Viola Dale	Marquette, M	35 00	24 00		
Violet	Lennox, O	38 13	20 00		
Violet Hill	Simcoe, S.R., O	55 00	24 00		
Virgil	Lincoln & Niagara, O	82 90	36 00		6 00
Vivian	Ontario, W.R., O	18 00	24 00		
Vogler's Cove	Lunenburg, N.S	69 00	28 00		
Vroomantom	Ontario, N.R., O	81 96	28 00		
Vyner	Lambton, W.R., O	36 78	16 00		
WAASIS STATION	Sunbury & Queen's, N.B	57 92	24 00		
Waba	Renfrew, S.R., O	117 82	48 00		
Wabash	Bothwell, O	120 29	36 00		
Wabassee	Wright, Q	125 18	24 00		
Wagarville	Addington, O	29 34	12 00		
Waghorn	Alta	104 64	40 00		
Wagram	Wellington, N.R., O	17 00	16 00		
Wakefield Centre	Carleton, N.B	16 00	12 00		
Wakeham	Lisgar, M	16 00	12 00		
Wakopa	Lisgar, M	50 64	12 00		
Waldegrave	Colchester, N.S	29 98	12 00		
Waldemar	Wellington, N.R., O	151 60	56 00		
Walden	Lunenburg, N.S	14 00	12 00		
Waldheim	Sask	24 44	12 00		
Walford Station	Nipissing, O	197 49	70 00		
Walker's	Middlesex, W.R., O	83 19	32 00	2 00	
Walker's Cutting	Drumm'd & Arthab'ka, Q	52 94	32 00		
Walker's Point	Simcoe, E.R., O	9 00	12 00		
Walker's Settlement	King's, N.B	2 50	10 00		
Wallace	Wellington, N.R., O	87 00	56 00		
Wallace	Assa. East	29 18	20 00		
Wallace Bay	Cumberland, N.S	114 84	40 00		
Wallace Bay, North	Cumberland, N.S	44 94	20 00		
Wallace Bridge	Cumberland, N.S	208 14	92 00		
Wallace Grant	Cumberland, N.S	33 36	14 00		
Wallace Ridge	Cumberland, N.S	187 88	48 00	26 00	
Wallace Station	Cumberland, N.S	92 50	40 00	10 00	
Wallbridge	Hastings, W.R., O	86 32	35 00		
Wallbrook	King's, N.S	17 00	12 00		
Wallenstein	Wellington, C.R., O	76 50	30 00		
Waller	Russell, O	11 96	12 00		
Walmer	Oxford, N.R., O	44 82	20 00		
Walnut	Lambton, E.R., O	89 00	40 00		
Walsh	Norfolk, S.R., O	167 86	68 00		
Walsh	Assa. West	146 30	60 00		11 00
*Waltham	Pontiac, Q	1 25	11 22		
Waltham Station	Pontiac, Q	95 23	24 00		
Walton's Lake	King's, N.B	4 46	10 00		
Wanborough	Barrard, B.C	55 00	27 00		
Waneta	Yale & Cariboo, B.C	146 41	95 00		
Wanstead	Lambton, W.R., O	145 32	56 00	16 00	

* Closed 1-1 '02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wapaha	Brandon, M	18 67	12 00		
Warburton	Leeds, S.R., O	179 98	80 00		
Warden	Shefford, Q	292 87	132 00	12 00	
*Wardner	Yale & Cariboo, B.C	56 37	30 00		
Ward's Brook	Cumberland, N.S	70 50	30 00		
Ward's Creek Road	King's, N.B	13 94	12 00		
Wards Crossing	Colchester, N.S	96 00	70 00		
Ware	Dorchester, Q	16 70	11 11		
Wareham	Grey, E.R., O	45 95	30 00		
Warina	Cornwall & Stormont, O	12 95	12 00		
Warleigh	Marquette, M	10 00	12 00		
Warminster	Simcoe, E.R., O	200 00	90 00	4 00	
Warner	Wentworth, S.R., O	32 50	20 00		
†Warren	York, N.B	10 00	5 00		
Wartburg	Perth, N.R., O	32 84	20 00		
‖Wasa	Yale & Cariboo, B.C	20 00	5 00		
Wascana	Assa. West	84 30	42 00		
Washabuck Bridge	Victoria, N.S	15 98	16 00		
Washago	Simcoe, E.R., O	284 80	112 00	26 00	
Washburn	Frontenac, O	109 46	44 00	2 00	
Washington	Wentworth N. & Brant, O	144 00	83 00		
Wassewa	Brandon, M	15 98	16 00		
Waterborough	Sunbury & Queen's, N.B	24 00	20 00		
Waterford	Digby, N.S	30 00	18 00		
Waterford	King's, N.B	118 03	60 00	4 00	
Waterford	Prince West, P.E.I	37 00	16 00		
Waterloo	Lunenburg, N.S	9 94	12 00		
Waternish	Guysboro, N.S	23 00	12 00		
Waterside	Albert, N.B	80 98	24 00		
Waterside	Pictou, N.S	26 42	12 00	2 00	
Waterton	Leeds, S.R., O	45 96	24 00		
Watervale	Pictou, N.S	63 96	24 00		
Waterville	Carleton, N.B	34 00	24 00		
Watford	Lunenburg, N.S	33 00	16 00		
Watson's Corners	Lanark, N.R., O	161 16	60 00		
Watson Settlement	Carleton, N.B	9 00	12 00		
Wattenwyl	Muskoka & Parry Sd., O	24 94	16 00		
Watt Section, Sheet Harbour	Halifax, N.S	64 50	24 00	4 00	
Wattsview	Marquette, M	25 00	16 00		
Waubamick	Muskoka & Parry Sd., O	16 99	12 00		
Waubnakee	Middlesex, S.R., O	5 00	12 00		
Waubuno	Lambton, W.R., O	85 80	24 00		
Waudby	Grey, S.R., O	18 50	12 00		
Waugh's-River	Colchester, N.S	131 58	44 00		
Waupoos	Prince Edward, O	71 18	28 00		
Wavy Bank	Selkirk, M	26 00	12 00		
Wa Wa	Algoma, O	435 58	90 00	2 00	
Waweig	Charlotte, N.B	31 86	20 00		
Wawota	Assa. East	48 82	30 00		
Wayerton	Northumberland, N.B	13 99	12 00		
Wayside	Lanark, S.R., O	97 00	20 00		
Way's Mills	Stanstead, Q	211 50	90 00		
Weatherly	Lunenburg, N.S	20 94	16 00		
Weaver Settlement	Digby, N.S	34 00	12 00		
Webster's Corner	Queen's East, P.E.I	17 50	12 00	2 00	
Webster's Corners	New Westminster, B.C	23 10	20 00		
Weedon	Richmond & Wolfe, Q	61 20	30 00		
Weedon Centre	Richmond & Wolfe, Q	101 50	50 00		
Weidmann	Lambton, E.R., O	128 16	69 00		

†Opened 1-1-02. ‖Opened 1-4-02. *Closed 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Weir	Wentworth N. & Brant. O	31 50	20 00	.....	.....
Weirstead	Pontiac ..... Q	61 25	24 00	.....	.....
Weissenburg	Waterloo, N.R. ..... O	31 50	16 00	.....	.....
Welbeck	Grey, S.R. ..... O	10 20	10 00	.....	.....
Welch	Westmoreland ..... N.B	8 96	12 00	.....	.....
Welcome	Durham, E.R. ..... O	315 00	130 00	.....	.....
Weldon	..... Sask	44 10	20 00	.....	.....
Weldon	Albert ..... N.B	22 96	12 00	.....	.....
Welland Station	Welland ..... O	75 00	24 00	.....	.....
Wellburn	Middlesex, E.R. ..... O	28 00	20 00	.....	.....
Wellington	Prince West ..... P.E.I	29 00	30 00	.....	.....
Wellington	Yarmouth ..... N.S	54 00	20 00	.....	.....
†Wellington Station	Halifax ..... N.S	16 00	12 00	.....	.....
Wellington Station	Prince West ..... P.E.I	262 27	110 00	24 00	.....
Wells	King's ..... N.B	3 60	10 00	.....	.....
Wellwood	Macdonald ..... M	219 94	40 00	.....	.....
Welsford	Picton ..... N.S	97 86	36 00	.....	.....
Welsford Road	King's ..... N.S	12 00	12 00	.....	.....
Welshtown	Shelburne & Queen's.. N.S	7 00	10 00	.....	.....
Welton's Corner	King's ..... N.S	39 46	12 00	.....	.....
Welwyn	..... Assa. East	100 24	32 00	2 00	.....
Wemyss	Lanark, S.R. ..... O	65 00	24 00	4 00	.....
Wendover	Prescott ..... O	178 24	80 00	.....	.....
Wensley	Addington ..... O	111 81	44 00	.....	.....
Wentworth	Cumberland ..... N.S	73 64	32 00	.....	.....
Wentworth Centre	Cumberland ..... N.S	163 42	50 00	.....	.....
Wentworth Creek	Hants ..... N.S	25 00	20 00	.....	.....
Wentzell's Lake	Lunenburg ..... N.S	21 00	12 00	.....	.....
Wesleyville	Durham, E.R. ..... O	88 94	32 00	.....	.....
West Advocate	Cumberland ..... N.S	25 90	16 00	.....	.....
West Alba	Inverness ..... N.S	30 94	18 00	.....	.....
West Amherst	Cumberland ..... N.S	39 00	16 00	.....	.....
West Arichat	Richmond ..... N.S	316 00	124 00	4 00	.....
*West Aylwin	Wright ..... Q	22 00	4 17	.....	.....
‡Westbank	Yale & Cariboo .... B.C	12 00	3 33	.....	.....
West Bay Road	Inverness ..... N.S	113 75	50 00	70 00	.....
West Berlin	Shelburne & Queen's. N.S	61 90	30 00	.....	.....
West Bolton	Brome ..... Q	26 00	16 00	.....	.....
Westboro	Carleton ..... O	143 17	50 00	.....	.....
West Branch, River John	Pictou ..... N.S	132 41	52 00	.....	12 00
West Branch, St. Nicolas River	Kent ..... N.B	39 00	24 00	75	.....
Westbridge	Yale & Cariboo ..... C.B	27 94	20 00	2 00	.....
West Brook	Frontenac ..... O	105 94	44 00	.....	.....
West Brook	Cumberland ..... N.S	51 00	24 00	.....	.....
West Brooklyn	Annapolis ..... N.S	73 00	40 00	.....	.....
Westbrook Mills	Cumberland ..... N.S	64 96	20 00	.....	.....
Westbury	Compton ..... Q	16 00	16 00	.....	.....
Westbury Basin	Compton ..... Q	10 00	16 00	.....	.....
West Caledonia	Shelburne & Queen's. N.S	13 00	12 00	.....	.....
West Cape	Prince West ..... P.E.I	41 00	24 00	.....	.....
Westchester	Cumberland ..... N.S	108 00	48 00	.....	.....
Westchester Lake	Cumberland ..... N.S	12 00	12 00	.....	.....
West Chezzetcook	Halifax ..... N.S	67 78	28 00	.....	.....
Westcock	Westmoreland ..... N.B	37 40	20 00	.....	.....
West Devon	Prince West ..... P.E.I	80 80	36 00	.....	.....
West Ditton	Compton ..... Q	4 00	12 00	.....	.....
West Dublin	Lunenburg ..... N.S	159 34	60 00	2 00	.....
West Earltown	Colchester ..... N.S	20 00	20 00	.....	.....

*Opened 1-2-02. †Late Fletcher's Station. ‡Opened 1-5-02. ‖Closed 1-5-02.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
West Ely	Shefford, Q	37 00	20 00		
Westerly	Pictou, N.S	10 50	10 00		
Western Covehead	Queen's East, P.E.I	28 00	16 00		
Western Head	Shelburne & Queen's, N.S	19 00	12 00		
Western Road	Prince West, P.E.I	5 98	12 00		
West Essa	Simcoe, S.R, O	31 98	24 00		
West Fairview	Burrard, B.C	192 00	70 00		
*West Ferry	Annapolis, N.S	46 42	10 00		
Westfield	Huron, W.R, O	208 00	36 00		
Westfield	Shelburne & Queen's, N.S	10 00	12 00		
Westfield Centre	King's, N.B	97 00	40 00		
West Flamborough	Wentworth, S.R, O	176 65	60 00		
Westford	Bruce, E.R, O	39 00	20 00		
West Glassville	Carleton, N.B	28 98	12 00		
West Gravenhurst	Simcoe, E.R, O	322 34	130 00		
West Grove	Muskoka & Parry Sd., O	13 50	12 00		
West Guilford	Peterborough, E.R, O	46 00			
West Hall	Brandon, M	26 57	20 00		
Westham Island	New Westminster, B.C	48 70	30 00		
West Hansford	Cumberland, N.S	21 96	12 00		
West Head	Shelburne & Queen's, N.S	46 98	20 00		
West Hill	York, E.R, O	53 69	20 00		
Westholme	Vancouver, B.C	188 64	76 00		
West Huntingdon	Hastings, N.R, O	100 74	40 00		
West Huntley	Lanark, N.R, O	14 14	20 00		
West Inglesville	Annapolis, N.S	33 96	20 00		
West Jeddore	Halifax, N.S	64 45	28 00		
West La Have Ferry	Lunenburg, N.S	82	40 00	4 00	
West Lake	Prince Edward, O	06 00	30 00		
West Lakevale	Antigonishe, N.S	8 00	12 00		
West Lawrencetown	Halifax, N.S	19 15	12 00		
West Leicester	Cumberland, N.S	27 00	16 00		
West Liscombe	Guysborough, N.S	17 20	12 00		
West Lochaber	Antigonishe, N.S	12 00	12 00		
West McGillivray	Middlesex, N.R, O	46 84	20 00		
West Merigomish	Pictou, N.S	144 78	60 00		
West Middle Sable	Shelburne & Queen's, N.S	16 50	14 00		
West Montrose	Waterloo, N.R, O	89 00	36 00		
Westmoreland Point	Westmoreland, N.B	150 16	56 00	40 00	
West New Annan	Colchester, N.S	134 82	60 00		
West Newdy Quoddy	Halifax, N.S	86 00	40 00		
West Newton	Prince East, P.E.I	7 00	12 00		
Weston	King's, N.S	173 02	50 00		
Weston	Carleton, N.B	14 44	12 00		
West Osgoode	Russell, O	37 20	20 00		
Westover	Wentworth N. & Brant, O	91 90	50 00		
West Petpeswick	Halifax, N.S	23 54	12 00		
West Plain	Lennox, O		12 00		
‡West Point	Prince West, P.E.I	90 00	44 00		
West Point	Prince Edward, O	32 00	12 00		
West Port Clyde	Shelburne & Queen's, N.S	104 84	36 00		
West Pubnico	Yarmouth, N.S	214 61	80 00		
West Quaco	St. John, N.B	177 58	90 00		
West River	Albert, N.B	28 96	16 00		
West River	Pictou, N.S	73 50	32 00	16 00	
West River Station	Pictou, N.S	146 38	70 00	36 00	
West Scotch Settlement	King's, N.B	12 00	12 00		
West Shefford	Shefford, Q	385 37	180 00	12 00	

* Opened 1-7-01. † Credit for new office not yet opened. ‡ Summer Office. Including $2 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
West Shefford Station	Shefford ..... Q	7 50	16 00	.....	.....
West Side of Middle River	Victoria ..... N.S	30 00	16 00	.....	.....
West St. Peter's	King's ..... P.E.I	13 01	12 00	.....	.....
West Tatamagouche	Colchester ..... N.S	22 90	16 00	.....	.....
*Westview	..... Assa. West	10 00	3 00	.....	.....
Westwood	Brandon ..... M	8 00	12 00	.....	.....
Wexford	York, E.R ..... O	65 78	36 00	.....	.....
Whalen	Middlesex, N.R ..... O	39 20	24 00	.....	.....
Whaletown	Burrard ..... B.C	37 10	20 00	.....	.....
Wharncliffe	Algoma ..... O	31 94	16 00	.....	.....
Wharton	Cumberland ..... N.S	28 00	12 00	.....	.....
Wheatland	Marquette ..... M	55 52	30 00	.....	.....
Wheatland	Drumm'd & Arthab'ka. Q	37 00	20 00	.....	.....
Wheatley River	Queen's East ..... P.E.I	40 00	16 00	2 00	.....
Wheaton Mills	Westmoreland ..... N.B	13 46	12 00	.....	.....
Wheaton Settlement	Westmoreland ..... N.B	17 00	12 00	.....	.....
Wheeler	Lambton, E.R ..... O	14 97	12 00	.....	.....
Whelan Lake	Renfrew, S.R ..... O	40 00	20 00	.....	.....
Whim Road Cross	King's ..... P.E.I	23 25	12 00	.....	.....
White	Lanark, N.R ..... O	22 98	12 00	.....	.....
Whitebread Station	Bothwell ..... O	63 60	28 00	.....	.....
Whiteburn Mines	Shelburne & Queen's. N.S	40 96	20 00	.....	.....
White Church	Bruce, W.R ..... O	251 00	100 00	7 50	.....
Whitefish	Nipissing ..... O	469 59	200 00	.....	.....
White Fish Lake	..... Alta	16 23	12 00	.....	.....
Whitehall	Muskoka & Parry Sd .O	41 00	24 00	2 00	.....
Whitehead	King's ..... N.B	21 00	12 00	.....	.....
White Head	Charlotte ..... N.B	60 88	28 00	.....	.....
White Hill	Pictou ..... N.S	11 70	12 00	.....	.....
Whitehurst	Brockville ..... O	34 00	20 00	.....	.....
White Lake	Renfrew, S.R ..... O	110 58	50 00	.....	.....
White Lake	Yale & Cariboo ..... B.C	13 87	20 00	.....	.....
Whitemouth	Selkirk ..... M	200 09	110 00	.....	‡17 50
White Oak	Middlesex, S.R ..... O	134 00	36 00	.....	.....
White Point	Victoria ..... N.S	9 94	12 00	.....	.....
White Rock Mills	King ..... N.S	74 00	44 00	.....	.....
White Rose	Ontario, W.R ..... O	29 14	16 00	.....	.....
White Sand	..... Assa. East	53 25	30 00	.....	.....
White Sands	Queen's East ..... P.E.I	18 00	12 00	.....	.....
†White's Camp	Yale & Cariboo ..... B.C	9 20	16 67	.....	.....
White's Corner	King's ..... N.S	19 50	12 00	.....	.....
White's Cove	Sunbury & Queen's. N.B	135 94	52 00	4 00	.....
Whiteside	Simcoe, E.R ..... O	91 50	36 00	.....	.....
White's Mills	King's ..... N.B	8 71	12 00	.....	.....
White's Mountain	King's ..... N.B	8 00	12 00	.....	.....
White's Point	Sunbury & Queen's. N.B	12 00	12 00	.....	.....
White's Settlement	Kent ..... N.B	11 96	12 00	.....	.....
White's Station	Huntingdon ..... Q	81 47	36 00	.....	.....
Whitestone	Muskoka & Parry Sd .O	65 42	40 00	.....	.....
Whitewater	Brandon ..... M	302 00	110 00	8 00	.....
Whitfield	Simcoe, S.R ..... O	22 00	28 00	4 00	.....
Whitford	..... Alta	127 16	48 00	6 00	.....
Whitney	Northumberland ..N.B	70 00	32 00	.....	.....
Whittier's Ridge	Charlotte ..... N.B	31 96	16 00	.....	.....
Whittington	Wellington, N.R ..... O	41 00	24 00	.....	.....
Whitwick	Compton ..... Q	23 00	16 00	.....	.....
Whycocomagh Bay (N. Side)	Inverness ..... N.S	14 48	12 00	1 50	4 00
Whycocomagh Mount	Inverness ..... N.S	8 50	10 00	.....	.....

* Opened 1-4-02. † Closed 1-5-02. ‡ Including $2.50 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Whycocomagh Portage	Inverness N.S	15 92	12 00		
Wick	Ontario, N.R O	57 21	24 00		
Wickham	Sunbury & Queen's N.B	54 83	30 00		
Wicklow	Northumberland, W.R O	115 96	44 00		
Wicklow	Carleton N.B	38 94	20 00		
Wicksteed	Peterborough, E.R O		12 00		
Widder	Lambton, E.R O	60 80	28 00		
Wiggins	Sunbury & Queen's N.B	8 00	10 00		
Wikwemikong	Algoma O	113 00	44 00		
‡Wilberforce	Peterborough, E.R O	109 04	42 00		
*Wilbur	Addington O	86 70	10 00		
Wilcox	Wentworth, S.R O	11 55	12 00		
Wildfield	Cardwell O	25 30	16 00		
Wild Oak	Macdonald M	53 44	16 00		
Wildwood	Perth, S.R O	26 14	16 67		
Wilfrid	Ontario, N.R O	139 00	68 00		
Wilkinson	Addington O	63 50	14 00		
Willetsholme	Frontenac O	35 50	20 00		
Williams	Kent O	36 00	12 00		
Williamsburg	York N.B	76 98	32 00		
Williamsdale	Cumberland N.S	19 03	12 00		
Williamsdale East	Cumberland N.S	36 60	16 00		
Williamsport	Muskoka & Parry Sd O	12 00	12 00		
Williamstown	Carleton N.B	17 94	12 00		
Williscroft	Bruce, N.R O	82 00	24 00		
Willocks	Assa. East	24 16	12 00		
Willoughby	Sask	53 36	24 00		4 50
Willowbank	Inverness N.S	31 14	14 00		6 00
Willowbrook	Assa. East	50 00	12 00		
Willow Bunch	Assa. West	56 12	32 00		
Willow Creek	Bruce, W.R O	46 00	28 00		
Willowdale	York, W.R O	209 55	84 00		
Willowdale	Pictou N.S	23 96	†12 00		6 00
Willow Grove	St. John N.B		**26 66		
Willowgrove	Haldimand & Monck O	149 76	36 00		
Willow Range	Macdonald M	129 70	36 00	4 00	
‡Wilmot	Carleton N.B	14 87	5 83		
Wilmot Valley	Prince East P.E.I	11 94	12 00		
Wilno	Renfrew, S.R O	154 78	60 00	2 00	
Wilson	Norfolk, S.R O	19 00	16 00		
Wilsonburgh	Sunbury & Queen's N.B	13 20	12 00		
Wilson Croft	Lambton, E.R O	37 00	24 00		
Wilson's Bay	Leeds & Grenville O	15 00	12 00		
Wilson's Beach	Charlotte N.B	125 12	52 00		
Wilson's Corners	Wright Q	31 62	16 00		
Wilson's Mills	Mégantic Q	74 80	32 00		
Wilson's Point	Gloucester N.B	11 24	12 00		
Wilsonville	Norfolk, N.R O	110 00	36 00		
Wilstead	Leeds, S.R O	63 09	28 00		
Wilton	Lennox O	196 74	76 00		
Wilton Grove	Middlesex, S.R O	58 00	40 00		
Winchelsea	Perth, S.R O	86 96	44 00		
Windermere	Muskoka & Parry Sd O	291 87	100 00		
Windermere	Yale & Cariboo B.C	188 15	125 00	4 00	
Windfall	Essex, S.R O	18 08	16 00		
Windham Hill	Cumberland N.S	14 87	12 00		
Windsor	Carleton N.B	40 88	16 00		
Windsor Forks	Hants N.S	56 90	12 00		

* Opened 1-7'01. † Opened 1-12'01. ‡ Closed 1-1'02. ‖ Closed 1-5'02. ** Including $14.66 arrears.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Windsor Junction	Halifax, N.S	78 00	44 00		
†Windsor North	Richmond & Wolfe, Q	10 00	1 67		
Windygates	Lisgar, M	25 38	12 00		
Winfield	Wellington, C. R., O	26 50	16 00		
Wingard	Sask	6 00	12 00		
Winger	Haldimand & Monck, O	122 65	70 00		
Wingle	Renfrew, S.R., O	29 65	20 00		
Winlaw	Assa. East	41 88	24 00		
Winnipegosis	Marquette, M	483 49	160 00	2 00	3 00
Winsloe Road	Queen's East, P.E.I	10 97	12 00		
Winsloe Station	Queen's East, P.E.I	28 25	12 00	12 00	
Winslow	Lincoln & Niagara, O	68 00	40 00		
Winston	Victoria, N.R., O	78 37	30 00		
Winterbourne	Waterloo, N.R., O	158 00	60 00		
Winthrop	Huron, S.R., O	119 60	60 00		
Wisawasa	Muskoka & Parry Sd., O	83 46	48 00		
Wisbeach	Lambton, E.R., O	108 00	48 00		
Wisely	York, N.B	10 00	12 00		
Wishart	Assa. East	86 42	30 00		
Wittenburg	Colchester, N.S	56 03	20 00		
Woburn	York, E.R., O	26 58	21 00		
Wode House	Grey, E.R., O	81 97	52 00		
Wolfe Ridge	Missisquoi, Q	13 00	12 00		
Wolf Lake	Pontiac, Q	61 96	20 00		
Wolford Centre	Grenville, N.R., O	92 00	30 00		
Wolseley	Grey, N.R., O	8 20	12 00		
Wolverton	Wentworth N. & Brant, O	219 85	96 00		
Wood	Hastings, N.R., O	16 53	12 00		
Woodbank	Middlesex, S.R., O	17 90	16 00		
Wood Bay	Lisgar, M	47 00	30 00		
Woodbine	Cape Breton, N.S	22 98	16 00		
Woodbourne	Pictou, N.S	28 30	12 00		
Woodburn	Wentworth, S.R., O	71 50	40 00		
Woodfield	Pictou, N.S	7 50	10 00		
Woodford	Grey, N.R., O	199 65	100 00	20 00	
Wood Green	Middlesex, W.R., O	103 00	48 00		
Woodhill	Peel, O	38 86	24 00		
Woodhurst	Westmoreland, N.B	2 00	10 00		
Woodington	Simcoe, E.R., O	65 00	24 00		
Wood Island	Queen's East, P.E.I	71 00	36 00	4 00	
Wood Islands, North	Queen's East, P.E.I	28 92	16 00		
Wood Lake	St. John, N.B	8 00	12 00		
Woodlands	Cornwall & Stormont, O	54 50	32 00		
Woodlands	Selkirk, M	97 04	56 00	16 00	
Woodlands	York, N.B	13 96	12 00		
Woodlawn	Carleton, O	21 00	20 00		
*Woodlawn	Carleton, N.B	11 67	6 67		
Woodlea	Macdonald, M	15 80	12 00		
‡Woodmore	Provencher, M	15 00	2 00		
Wood Mountain	Assa. West	47 20	24 00		
Woodnorth	Brandon, M	12 98	12 00		
Wood Point	Westmoreland, N.B	24 00	12 00		
*a*Woodridge	Provencher, M	10 50	2 00		
Woodroyd	Selkirk, M	21 93	16 00		
Woodside	Mégantic, Q	39 98	24 00		
Woodside	Macdonald, M	4 00	16 00		
Woodside	Sunbury & Queen's, N.B	13 00	12 00		
Woodside	King's, N.S	12 00	10 00		

* Opened 1-11-'01. † Opened 1-5-'02. ‡ Opened 1-5-'02. Summer Office. *a* Opened 1-5-'02.

APPENDIX D—*Concluded.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Concluded.*
Year ended June 30, 1902.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Woodstock Road Station	Carleton N.B	14 00	12 00		
Woodvale	Digby N.S	28 38	16 00		
Woodville	Hants N.S	34 36	16 00		
Woodville	Prince West P.E.I	5 98	12 00		
Woodville	Victoria N.B	8 12	12 00		
Woodville Mills	King's P.E.I	16 96	12 00		
Woodward's Cove	Charlotte N.B	110 00	40 00		
Woolchester	Assa. West	23 22	12 00		
Woonona	Selkirk M	8 00	12 00		
Workman	Assa. East	17 00	20 00		
Wostok	Alta	74 96	28 00		
Wreck Cove	Victoria N.S	12 98	12 00		
Wright	Wright Q	229 00	110 00	4 00	
Wyandot	Wellington, C.R O	26 00	20 00		
Wyecombe	Norfolk, S.R O	150 86	72 00		12 00
Wylie	Renfrew, N.R O	45 12	18 00		
Wyse's Corner	Halifax N.S	17 58	12 00		
Wyton Station	Middlesex, E.R O	40 00	20 00		
Wyvern	Cumberland N.S	16 98	12 00		
YAMASKA	Yamaska Q	244 65	108 00	46 89	
Yamaska East	Yamaska Q	171 56	90 00	26 66	
Yarm	Pontiac Q	36 00	24 00		
Yarmouth Centre	Elgin, E.R O	99 00	40 00		
Yarrow	Alta	51 00	24 00		
Yatton	Wellington, C.R O	36 66	18 00	10 00	
Yearley's	Muskoka & Parry Sd O	54 18	24 00		
Yelverton	Durham, E.R O	53 00	16 00		
Yeovil	Grey, S.R O	110 69	60 00	3 00	
Yoho	York N.B	6 00	12 00		
*Yoho Island	Muskoka & Parry Sd. O	38 00	16 00		
Yonge Mills	Leeds, S.R O	282 00	96 00		
York Mills	York, E.R O	99 00	60 00		
York Mills	York N.B	24 34	16 00		
Youghall	Gloucester N.B	23 00	16 00		
Young	Vancouver B.C	30 00	20 00		
Young's Cove	Sunbury & Queen's. N.B	94 48	36 00		
Young's Cove Road	Sunbury & Queen's. N.B	193 41	76 00	56 00	
†Youngsville	Oxford, N.R O	17 00	10 58		
ZEALAND	Addington O	29 00	16 00		
Zealand Station	York N.B	67 84	24 00		
Zenda	Oxford, S.R O	70 78	16 00		
Zimmerman	Halton O	70 74	40 00		
Zion	Durham, E.R O	100 00	50 00		
Zionville	York N.B	193 09	66 00		
Ziska	Simcoe, E.R O	25 00	16 00		

* Summer office. †Closed 17-5'02.

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX E

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK

APPENDIX E.

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1902, was $12,320 209.91, or an increase of $2,369,397.29 over the previous year; the average to the credit of each depositor being $260.01, as against $253.87 on June 30, 1901.

The number of accounts opened during the year was 38,886 and the number of accounts transferred from the Dominion Government Savings Bank was 712. The number of accounts closed was 34,205, leaving the number open at close of year 162,761, or an increase of 5,393.

The deposits were 219,678 in number, an increase of 7,461 over the preceding year, and amounted to $11,382,035, an increase of $290,936. The average amount of each deposit was $51.81.

The repayments numbered 105,946, an increase of 3,863, with a total of $10,617,-070.50, being an increase of $842,375.88. The average amount of each withdrawal was $100.21.

The interest paid to depositors during the year was $70,302.75, and the interest made principal on June 30, 1902, was $1,118,622.08, making a total of $1,188,924.83.

The accounts in the Dominion Government Savings Bank at Dalhousie, 712 in number and amounting to $115,507.96, were transferred to the Post Office Savings Bank on June 1, 1902.

The number of offices receiving deposits increased from 895 to 915.

The claims to the moneys of deceased depositors which were examined and paid during the year were 1,158 as compared with 1,223 for the previous year.

Appended is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the year ended June 30, 1902, and of the total amount due to depositors on that date.

	$ cts.		$ cts.
Balance due depositors on June 30, 1901	39,950,812 62	Repayments to depositors during the year	10,617,070 50
Deposits received during the year	11,382,035 00	Balance due to depositors on June 30, 1902	42,320,209 91
Interest allowed to depositors during the year in accordance with the Statute	1,188,924 83		
Amount transferred from the Dominion Government Savings Bank	415,507 96		
	52,937,280 41		52,937,280 41

APPENDIX

STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			$	$	$	
Three months ended June 30, 1868. ..	81	3,247	212,507	65.44	.....	166
Year ended June 30, 1869	213	16,653	927,885	55.71	....	4,787
Year ended June 30, 1870	226	24,994	1,347,904	53.93	....	9,478
Year ended June 30, 1871	230	33,256	1,917,576	57.66	.....	15,148
Year ended June 30, 1872...	235	39,489	2,261,631	57.27	....	20,154
Year ended June 30, 1873..	239	44,413	2,306,918	51.94	.....	23,800
Year ended June 30, 1874.....	266	45,329	2,340,284	51.63	.. ..	25,814
Year ended June 30, 1875	268	42,508	1,942,346	45.69	....	25,954
Year ended June 30, 1876.....	279	38,647	1,726,204	44.66	....	24,152
Year ended June 30, 1877..	287	36,126	1,521,000	42.10	....	22,484
Year ended June 30, 1878..	295	40,097	1,724,371	43.00	.....	21,944
Year ended June 30, 1879..	297	43,349	1,973,243	45.52	.....	23,226
Year ended June 30, 1880....	297	56,031	2,720,216	48.55	....	26,716
Year ended June 30, 1881.....	304	71,747	4,175,042	58.19	... .	28,510
Year ended June 30, 1882..	308	97,380	6,435,989	66.09	....	35,859
Year ended June 30, 1883..	330	109,489	6,826,266	62.35	....	45,253
Year ended June 30, 1884..	343	109,388	6,441,439	58.88	.....	56,026
Year ended June 30, 1885..	355	116,576	7,098,459	60.89	.....	59,714
Year ended June 30, 1886....	392	126,322	7,645,227	60.52	.....	62,205
Year ended June 30, 1887..	415	143,076	8,272,041	57.81	.....	65,853
Year ended June 30, 1888..	433	155,978	7,722,330	49.51	217,385.10	78,229
Year ended June 30, 1889..	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended June 30, 1890....	494	154,678	6,599,896	42.67	167,501.53	90,151
Year ended June 30, 1891.....	634	147,672	6,500,372	44.02	389,169.28	84,963
Year ended June 30, 1892.....	642	145,423	7,056,602	48.52	. .....	77,381
Year ended June 30, 1893..	673	148,868	7,708,888	51.78	. .....	73,361
Year ended June 30, 1894	699	145,960	7,524,286	51.55	218,173.60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended June 30, 1896..	755	155,398	8,138,947	52.37	449,981.61	87,221
Year ended June 30, 1897....	779	161,151	8,223,000	51.02	1,856,474.31	91,398
Year ended June 30, 1898.....	814	179,814	9,183,693	51.07	786,868.48	94,532
Year ended June 30, 1899	838	174,658	8,310,630	47.58	. .....	95,090
Year ended June 30, 1900...	847	201,262	10,448,485	51.91	141,171 82	92,713
Year ended June 30, 1901..	895	212,217	11,091,099	52.26	... ..	102,083
Year ended June 30, 1902.....	915	219,678	11,382,035	51.81	415,507 96	105,946
Total period ended June 30, 1902.....	915	3,750,794	195,120,870	52.02	6,222,102.61	1,925,412

W. H. HARRINGTON,
Superintendent.

E—*Continued.*

Canada, year by year, from April 1, 1868, to June 30, 1902.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositers' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to depositors.	Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
$	$					$	$	$
8,857.48	53.35	2,146	.....	44	2,102	939.37	204,588.89	97.33
296,754.35	61.99	6,429	.....	1,319	7,212	21,094.72	856,814.26	118.80
664,555.51	70.11	7,823	.....	2,857	12,178	48,689.08	1,588,848.83	130.41
1,093,438.86	72.10	9,424	.....	4,449	17,153	84,273.68	2,497,259.65	145.59
1,778,565.19	81.33	10,846	.....	6,940	21,059	116,174.55	3,096,500.01	147.04
2,323,299.32	86.91	11,995	.....	9,528	23,526	126,932.88	3,207,051.57	136.32
2,468,643.42	86.04	12,048	.....	10,606	24,968	126,273.31	3,204,965.46	128.36
2,341,979.04	82.88	10,516	.....	11,190	24,294	120,758.06	2,926,090.48	120.44
2,024,457.97	77.11	10,218	.....	10,097	24,415	110,116.08	2,740,952.59	112.27
1,726,082.98	70.49	8,971	.....	9,312	24,074	104,067.86	2,639,937.47	109.60
1,713,658.73	70.55	10,058	.....	8,597	25,535	103,834.29	2,754,484.03	107.87
1,733,448.79	66.07	10,755	.....	8,845	27,445	110,912.56	3,105,190.80	113.14
2,015,813.16	69.89	14,407	.....	10,487	31,365	136,075.47	3,945,669.11	125.80
2,097,389.15	73.56	18,731	.....	10,491	39,605	184,904.81	6,208,226.77	156.75
3,461,619.31	96.53	25,778	.....	13,920	51,463	291,065.07	9,473,661.53	184.08
4,730,995.39	104.54	27,127	.....	17,531	61,059	407,305.17	11,976,237.31	196.13
5,649,611.13	100.84	26,562	.....	20,939	66,682	477,487.46	13,245,552.64	198.63
5,793,031.84	97.01	27,591	.....	20,951	73,322	539,560.51	15,090,540.31	205.81
6,183,470.60	99.40	29,103	.....	21,555	80,870	607,075.38	17,159,372.09	212.18
6,626,067.51	100.62	31,874	.....	22,585	90,159	692,404.57	19,497,750.15	216.26
7,514,071.78	96.05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203.44
7,532,145.56	89.06	38,049	2,962	29,581	113,123	841,921.79	23,011,422.57	203.41
8,575,041.98	95.12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195.78
7,875,977.57	92.67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195.44
7,230,839.14	93.44	28,943	.....	29,368	110,805	734,590.70	22,298,401.65	201.24
6,631,578.97	90.39	29,502	.....	26,032	114,275	777,482.98	24,153,193.66	211.36
7,473,585.46	87.98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215.84
7,310,291.97	85.41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222.22
7,406,066.13	84.91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228.82
7,656,086.64	83.76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238.55
8,853,178.42	93.65	33,722	2,279	29,449	142,289	982,725.62	34,480,937.77	242.47
9,021,862.56	94.88	30,172	.....	30,320	142,141	1,001,899.96	34,771,605.17	244.62
8,903,505.46	96.03	37,596	587	29,337	150,987	1,049,699.27	37,507,455.80	248.41
9,774,694.62	95.75	38,685	.....	32,304	157,368	1,126,952.44	39,950,812.62	253.87
10,617,070.50	100.21	38,886	712	34,205	162,761	1,188,924.83	42,320,209.91	260.01
177,104,736.49	91.98	894,840	18,947	661,026	162,761	18,081,973.76	42,320,209.91	260.01

R. M. COULTER,
Deputy Postmaster General.

APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the year ended June 30, 1902.

Denominations.	Number of Paid Notes.	Total.	Commission received.
			$ cts.
20 cents	36,389		
25 "	61,120		
30 "	48,718		
40 "	46,995		
		193,222 at 1c.	1,932 22
50 "	79,793		
60 "	40,984		
70 "	28,576		
75 "	39,486		
80 "	34,305		
90 "	29,107		
$1 00	144,028		
1.50	70,732		
2.00	94,105		
2.50	38,022		
		599,138 at 2c.	11,982 76
3.00	58,128		
4.00	42,812		
5.00	118,791		
		219,731 at 3c.	6,591 93
		1,012,091	$20,506 91

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX F—*Continued.*

STATEMENT showing the number of Postal Notes received from the American Bank Note Company during the Year ended June 30, 1902.

MONTHS.	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	Total Number of Notes.
1901.																		
July	2,760	4,115	3,370	3,240	5,449	3,245	2,470	2,325	2,700	2,360	9,300	4,805	6,590	3,145	4,985	3,680	8,995	73,525
August	2,445	3,175	2,760	2,785	5,175	2,225	1,800	1,955	2,050	1,865	7,605	3,700	5,580	2,540	3,620	2,805	7,915	60,000
September	2,275	4,095	2,905	2,930	4,785	2,590	1,520	2,425	2,065	1,500	8,070	4,090	5,910	2,225	3,440	2,535	7,885	61,245
October	2,865	4,325	3,950	4,010	6,195	3,635	2,475	2,635	2,675	1,955	10,360	5,180	7,185	2,990	4,610	3,740	9,910	78,695
November	4,000	6,335	4,710	4,755	7,350	3,775	2,620	3,525	3,485	2,895	12,620	6,020	8,135	4,075	5,695	4,570	11,760	96,325
December	3,540	6,180	5,120	5,290	8,110	4,255	3,110	4,755	3,645	3,400	14,390	7,225	10,210	4,490	6,710	5,085	13,075	108,590
1902.																		
January	4,085	6,870	5,235	4,900	8,215	4,515	3,620	5,510	3,375	3,255	17,265	8,745	9,580	4,225	6,510	4,750	12,475	113,130
February	3,470	6,390	4,110	4,240	7,065	3,980	3,230	5,385	3,710	3,300	13,965	7,680	8,805	4,150	5,465	4,270	9,595	98,810
March	4,715	6,890	5,635	5,705	9,670	4,945	4,165	4,345	4,460	3,915	15,620	8,025	9,935	3,575	5,335	3,515	10,030	110,480
April	5,565	7,735	6,440	6,135	9,965	5,270	3,820	4,705	4,685	4,090	17,555	8,845	11,630	4,475	6,180	4,630	12,600	124,325
May	4,295	5,970	4,975	4,585	7,730	4,325	3,365	3,605	3,950	3,615	13,240	6,775	8,600	2,695	4,495	3,210	9,060	94,490
June	5,200	6,260	5,850	5,300	8,540	5,165	3,915	3,200	4,405	3,730	13,370	7,360	10,020	3,730	5,110	3,810	11,165	106,130
	45,215	68,340	55,060	53,875	88,240	47,925	36,110	44,370	41,205	35,880	153,360	78,450	102,180	42,315	62,155	46,600	124,465	1,125,745

APPENDIX F—*Continued.*

Summary of Postal Notes issued to Postmasters during the Year ended June 30, 1902.

Months.	Number of each class of Postal Notes.																		
	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	Total Number of Notes.	Total Value.
1901.																			$ cts
July	2,760	4,115	3,370	3,240	5,440	3,245	2,470	2,325	2,700	2,360	9,400	4,805	6,690	3,245	5,085	3,680	9,095	74,025	131,385 75
August	2,445	3,175	2,760	2,785	5,175	2,225	1,800	1,955	2,050	1,865	7,605	3,800	5,580	2,540	3,620	2,905	7,915	60,200	107,298 75
September	2,275	4,095	2,905	2,930	4,785	2,590	1,520	2,425	2,065	1,500	8,070	4,090	5,910	2,225	3,440	2,535	7,885	61,245	106,067 45
October	2,865	4,325	3,950	4,010	6,195	3,635	2,475	2,635	2,675	1,955	10,360	5,180	7,185	2,990	4,610	3,740	9,910	78,695	137,250 00
November	4,000	6,335	4,710	4,755	7,350	3,775	2,620	3,525	3,485	2,895	12,620	6,020	8,135	4,075	5,695	4,570	11,760	96,325	165,731 25
December	3,540	6,180	5,120	5,290	8,110	4,255	3,110	4,755	3,645	3,400	14,390	7,225	10,210	4,490	6,710	5,085	13,075	108,590	189,168 95
1902.																			
January	4,685	6,870	5,235	4,900	8,215	4,515	3,620	5,510	3,375	3,255	17,265	8,745	9,580	4,225	6,510	4,750	12,475	113,130	188,476 55
February	3,470	6,390	4,110	4,240	7,065	3,980	3,230	5,385	3,710	3,300	13,965	7,680	8,805	4,150	5,465	4,270	9,595	98,810	160,286 15
March	4,715	6,890	5,635	5,705	9,670	4,945	4,165	4,345	4,460	3,915	15,620	8,025	9,935	3,575	5,335	3,515	10,030	110,480	166,554 70
April	5,565	7,735	6,440	6,135	9,965	5,270	3,820	4,707	4,685	4,090	17,555	8,845	11,630	4,475	6,180	4,630	12,600	124,327	197,002 39
May	4,295	5,970	4,975	4,585	7,730	4,325	3,365	3,605	3,950	3,615	13,240	6,775	8,600	2,695	4,495	3,210	9,060	94,490	144,434 95
June	5,200	6,260	5,850	5,300	8,510	5,165	3,915	3,200	4,405	3,730	13,370	7,360	10,020	3,730	5,110	3,810	11,165	106,130	168,137 85
	45,215	68,340	55,060	53,875	88,240	47,925	36,110	44,372	41,205	35,880	153,460	78,550	102,280	42,415	62,255	46,700	124,565	1,126,447	1,861,794 74
The following Notes were returned by Postmasters and re-issued and are included in the above								2			100	100	100	100	100	100	100	702	1,918 54

APPENDIX F—*Continued.*

STATEMENT showing the number of Postal Notes returned to the Postal Note Division by Postmasters, &c., during the Year ended June 30, 1902.

MONTHS.	NUMBER OF EACH CLASS OF POSTAL NOTES.																Total Number of Notes.	Value.
	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	
1901.																		$ cts
July	17	43	28	20	48	37	21	20	28	19	157	145	139	127	130	123	140	1,242	2,725 64
August	20	25	23	24	34	20	18	22	16	11	49	34	51	24	22	17	46	456	742 60
September	52	47	40	53	55	39	52	26	39	40	79	48	54	34	37	36	45	776	1,068 13
October	30	37	39	34	38	28	27	20	28	28	42	47	46	34	25	26	49	578	882 51
November	26	25	37	27	44	29	24	22	21	14	57	40	44	28	27	22	32	519	749 49
December	51	64	64	53	80	69	60	61	53	44	110	74	86	55	52	44	70	1,090	1,551 39
1902.																			
January	36	57	44	44	87	45	41	41	35	38	115	59	68	41	33	39	47	870	1,193 18
February	16	27	25	19	54	25	13	16	18	10	67	35	27	22	29	8	39	450	662 94
March	44	57	45	40	85	48	33	33	41	27	89	50	55	28	29	23	40	767	966 20
April	53	64	63	61	89	42	51	33	47	34	95	58	57	41	31	26	65	910	1,205 76
May	25	48	40	38	67	23	22	20	26	19	73	40	60	23	27	14	43	608	833 79
June	45	55	53	36	49	45	27	16	36	36	87	59	67	33	36	22	57	759	1,084 69
	415	549	501	449	730	450	389	330	388	320	1,020	689	754	490	478	400	673	9,025	13,665 72
Of the above the following were re-issued to Postmasters	.....	.....	.....	.....	.....	.....	..	2	..	.....	100	100	100	100	100	100	100	702	1,918 51

The balance were cancelled.

APPENDIX F—*Continued.*

STATEMENT of the number and value of paid Postal Notes received in the Postal Note Division during the year ended June 30, 1902; the value of Postage Stamps affixed thereto to enable broken amounts to be remitted, and the amounts paid in Postage Stamps for Extra Commission.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	Total Number of Notes.	Total Value including Postage Stamps affixed.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
																			$ cts.	$ cts.	$ cts.
1901.																					
July	2,273	3,595	3,134	3,153	5,255	2,651	1,791	2,052	2,407	1,815	8,599	4,499	6,121	2,638	4,023	3,002	8,296	65,304	114,281 13	414 98	5 78
August	2,160	3,428	2,761	2,806	4,682	2,364	1,704	1,865	2,083	1,604	7,762	3,785	5,620	2,394	3,613	2,644	7,852	59,127	104,422 10	381 95	6 10
September	2,306	4,708	3,035	3,142	4,907	2,587	1,677	1,960	2,206	1,768	8,087	3,894	5,652	2,429	3,622	2,684	7,644	62,308	105,313 74	376 14	4 13
October	2,875	4,527	3,724	3,591	5,794	3,330	1,936	2,498	2,623	2,110	10,181	4,749	6,844	2,916	4,443	3,544	9,495	75,180	130,108 29	464 34	4 80
November	2,878	4,778	3,831	3,801	6,133	3,232	2,294	3,036	2,753	2,307	10,796	5,378	7,154	3,096	4,814	3,781	10,048	80,110	138,808 21	484 21	4 80
December	3,557	6,245	4,885	4,818	7,724	3,998	3,143	4,518	3,429	3,093	15,004	7,892	10,156	4,121	6,263	4,657	12,369	105,902	180,331 74	549 09	5 32
1902.																					
January	3,724	6,495	4,761	4,538	7,867	4,190	3,448	5,751	3,616	3,347	16,334	8,550	9,761	3,956	5,989	4,226	11,485	108,038	176,140 37	582 87	7 60
February	2,929	4,943	4,018	3,737	6,572	3,352	2,606	4,073	2,851	2,498	13,143	6,739	7,643	3,179	4,718	3,241	9,499	85,741	140,781 37	456 47	6 01
March	3,313	5,633	4,545	4,299	7,950	3,774	2,553	3,986	3,069	2,628	14,384	6,921	8,465	3,113	4,967	3,461	9,952	93,013	149,501 20	527 85	7 59
April	4,072	6,619	5,273	4,836	8,417	4,481	2,813	3,924	3,561	2,994	14,795	7,076	9,748	3,659	5,551	4,008	11,121	102,948	166,257 99	577 41	6 42
May	3,337	5,308	4,519	4,081	7,771	3,684	2,309	3,067	2,974	2,580	13,078	5,767	8,763	3,352	5,269	3,845	10,634	90,338	152,180 48	492 83	5 43
June	2,965	4,841	4,232	4,193	6,721	3,341	2,302	2,726	2,733	2,363	11,865	5,482	8,178	3,169	4,856	3,719	10,396	84,082	144,343 23	467 58	6 72
	36,389	61,120	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,107	144,028	70,732	94,105	38,022	58,128	42,812	118,791	1,012,091	1,702,469 85	5,775 75	70 70

APPENDIX F—*Concluded.*

STATEMENT showing the number and value of paid Postal Notes received in the Postal Note Division, year by year, from August 1, 1898, to June 30, 1902.

Year ended June 30.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00.	$1.50.	$2.00.	$2.50	$3.00.	$4.00.	$5.00.	Total Number of Notes.	Total Value including Postage Stamps affixed.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
																			$ cts.	$ cts.	$ cts.
1899. ...	16,207	33,830	19,428	23,413	44,149	16,402	28,388	.....	15,657	6,490	74,589	32,111	48,316	26,710	15,172	11,182	59,063	471,407	771,490 28	2,272 38	5 56
1900....	28,515	47,290	38,817	37,592	61,781	33,461	23,127	30,016	27,963	20,863	102,626	50,578	67,785	31,048	43,989	32,448	91,318	769,250	1,289,976 47	4,897 97	38 46
1901.....	35,607	51,070	42,542	42,124	71,313	36,923	27,502	30,379	31,388	26,014	120,550	61,002	78,682	34,036	50,880	37,602	99,685	877,599	1,459,015 75	5,045 70	61 84
1902.	36,389	61,120	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,107	144,028	70,732	94,105	38,022	58,128	42,812	118,791	1,012,091	1,702,469 85	5,775 75	70 70

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX G

LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONDUCTING THE MONEY ORDER, POSTAL NOTE AND SAVINGS BANK SYSTEMS

APPENDIX G.

STATEMENT showing the losses sustained in collecting the Postal Revenue, and conducting the Money Order, Postal Note and Savings Bank systems in the Dominion of Canada, brought to account during the year ended June 30, 1902.

	$ cts.
Postage stamps, &c., destroyed by fire at Ainsworth, B.C., July 9, 1901	6 06
" " " Bear Creek, Man., July 19, 1901	2 25
" " " Bloomsburg, Ont., Jan. 24, 1902	1 65
" " " East Folly Mountain, N.S., Dec. 4, 1901	4 00
" " " Ormsby, Ont., Oct. 10, 1901	7 50
" " " Peebles, Ont., July 20, 1901	3 70
" " " St. Hilaire du Lac St. Jean, Que., Dec. 24, 1901	5 00
" stolen at Altona, Man., Aug. 17, 1901	67 13
" " Burnt River, Ont., Aug. 23, 1901	7 45
" " Kamloops, B.C., Dec. 3, 1901	62 49
" " Lawrencetown, N.S., Dec. 10, 1901	2 00
" " Renwick, Ont., Aug. 9, 1901	48 07
" " Sombra, Ont., Sept. 17, 1901	12 00
" " Spence's Bridge, B.C., Aug. 20, 1901	37 08
" " Swan River, Man., July 5, 1901	44 42
" " Thorburn, N.S., June 20, 1901	4 00
" " Valentia, Ont., Nov. 18, 1901	16 90
" and post office funds destroyed by fire at Armstrong, B.C., Aug. 10, 1901	39 89
" " " French Village, N.S., Mar. 14, 1902	27 00
" " " Glenemma, B.C., Nov. 1, 1901	12 50
" " " Hepworth, Ont., Feb. 12, 1902	53 29
" " " Pugwash, N.S., Dec. 16, 1901	11 05
" " " Weymouth, N.S., Jan. 29, 1902	3 50
" " stolen at Castleton, Ont., Feb. 16, 1902	26 00
" " " Eagle, Ont., Oct. 6, 1901	8 60
" " " St. Narcisse, Que., April 26, 1902	8 00
" " " Sutton West, Ont., Jan. 13, 1902	7 22
Post office funds stolen at McAdam Junction, N.B., Jan. 27, 1902	4 29
" " Point de Bute, N.B., Oct. 9, 1901	2 47
" " Prince Arthur St. (Montreal), May 28, 1902	1 70
" " Robson, B.C., June 28, 1901	9 50
Part of contents of registered letter mailed by Postmaster at Hatzic, B.C., Dec. 4, 1901, lost in transmission to bank	20 00
Total	566 71

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX H

REPORT OF MISSING LETTERS

CLASS A--REGISTERED LETTERS

APPENDIX H.

REPORT of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the results of the proceedings instituted therein by the Department.

CLASS A.—REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
1	Rev. L. E. Limoges	St. Blaise, Q.	April 26	3 00	Mrs. P. Chevalier	Montreal.	Stated not to have been received by the person addressed.	This letter is stated to have been despatched to Montreal but to have failed to reach that office. Cause of failure not discoverable.	2
2	Mrs. J. Gregoire	Chaudiere Station, Q.	May 8	5 70	H. H. Côté	Quebec	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
3	E. McLeod.	Gardiner Mines, N.S.	" 14	55 00	A. Ingraham	Frizzleton, N.S.	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from Gardiner Mines to Sydney, en route to destination, but not to have reached Sydney. Contents made good by the then postmaster of Gardiner's Mines, at whose office the letter was irregularly treated.	3
4	J. Farmer	Boulevard St. Denis Branch, Montreal.	" 27	5 00	H. Massie	Dorval	"	There being no evidence to show that this letter was despatched from the Boulevard St. Denis post office, the postmaster made good the contents.	3
5	D. McMillan	Madawaska	June 24	8 10	Miss L. Ayotte	Aylmer, Q.	"	There being no evidence to show that this letter was despatched from the Madawaska post office, the postmaster made good the contents.	3
6	G. F. McDonald	Butte, Montana.	July 9	20 00	C. Vaughan	Quebec	"	This letter was mis-delivered by a letter carrier of the Quebec post office, who made good the loss.	3
7	C. Haight	Melrose, O.	" 15	24 83	J. M. Foster	Toronto	"	The Melrose post office was entered by burglars on the night of July 15 and this letter stolen. No clue to the perpetrators of the robbery.	9

8	B. Lawson	Fredericton	"	16	11 71	A. F. Camp	Upper Jersey	"	This letter duly reached the Upper Jersey post office, where further trace of it could not be found. Loss made good by postmaster.	3
9	J. Johnson	Hersall	"	27	18 00	Miss B. D. Bonglass.	Laurier, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
10	C. R. McKesor	Souris, M.	Aug.	3	27 00	Merrick, Anderson & Co.	Winnipeg	Stated not to have been received by the persons addressed.	This letter should have been contained in the mail from Souris for Winnipeg. It was reported, however, not to have reached the latter office. Contents made good jointly by an official of the Winnipeg post office and the postmaster of Souris—the former for having failed to at once report the non-receipt of the letters and the latter for having neglected to ask for an acknowledgment of the letter bill on which the letters in question were entered.	3
11		Dawson, Y.T.	"	4	23 00	T. Eaton Co.	Toronto	"	These letters were contained in the mail despatched from Dawson for Victoria and were lost in the wreck of the Steamer "Islander," on August 16, off the coast of Alaska.	10
12		"			40 00	G. Harvey & Co.	Mille Roches, Q.			
13	Miss Sellers	Souris, M.	Aug.	5	3 00	J. D. McDonald & Co.	Pictou, N.S.	"	See Case No. 10.	3
14	Mrs. A. East	Dawson, Y.T.	"	6	15 00	P. M.	Jonium, Sweden	"		
15	Mrs. J. B. Devlin	"	"	6	20 00	T. Eaton & Co.	Toronto	"		
16	——Piper	"	"	7	10 00	Mrs. S. E. Marshall.	Gleichen	"		
17	W. J. Bennett	"	"	8	100 00	Mrs. J. A. Green	Vancouver	"		
18	J. Grant	"	"	9	12 00	Mrs. J. Grant	"	"		
19	A. Bothwell	"	"	9	15 00	Mrs. C. J. Bothwell.	Toronto	"		
20	E. E. Miller	"	"	9		J. Miller	Owen Sound	"		
21	R. M. Honeywell	"	"	9	1 00	Tore Sheet Warehouse Co.	London	"	See Cases No. 11 & 12.	10
22	"	"	"	9		Jacques	Victoria	"		
23	E. E. Miller	"	"	9	5 00	Miss M. Miller	Owen Sound	"		
24	Captain Martin	Discovery	"	10	10 00	T. Eaton Co.	Toronto	"		
25	J. Kirkland	Dawson	"	10	45 00	D. McCallum	Thurlow, B.C.	"		
26	D. J. Cochrane	Atlin, B.C.	"	12	10 00	Miss A. Cochrane	Richibucto N.B.	"		
27	E. W. Bickle	"	"	12	20 00	Mrs. E. W. Bickle.	Nanaimo	"		
28	O. W. Evans	White Horse	"	12	50 00	Ada J. Evans	Ottawa	"		
29	R. A. Griffith	"	"	13	2 00	H. B. Dawson	Toronto	"		

APPENDIX H—*Continued.*

A.—Registered Letters—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
30	Union Bank	Souris, M.	Aug. 15	9 75	J. Millard	Carroll, M.	Stated not to have been received by the persons addressed.	There being no evidence to show that this letter was despatched from Souris the postmaster made good the contents.	3
31	E. Bégin	Notre-Dame de Lévis.	" 16	19 67	B. Bedard	St. Flavien, Q.	"	The mail in which this letter was contained was thrown from the postal car at St. Flavien, caught under the wheels and destroyed.	10
32	C. Fortin	Metabechoman, Q	" 18	4 00	E. Guay	St. Cœur de Marie	"	There being no evidence to show that this letter was despatched from Metabechouan the postmaster made good the contents.	3
33	S. B. Currie	W'st Dublin, N.S	" 22	6 00	C. G. Schulze	Halifax	"	This letter was stolen from the mail *en route* between West Dublin and Mill Village by a boy ten years of age, who was arrested and allowed to go on suspended sentence. Loss made good by the boy's friends.	8
34	Wm. Dixon	Bella Bella	" 23	2 55	Whayley, Royce & Co.	Toronto	"	These letters are supposed to have been stolen from the mail room on board the ss. 'Princess Louise,' while *en route* to Victoria. Contents made good by the steamship company.	8
35	C. N. Wilson	"	" 23	91 00	Lenz & Leiser	Victoria			
36	"	"	" 23	54 50	J. H. Todd & Son	"			
37	"	"	" 23	18 00	"	"			
38	Wm Howelet	"	" 23	12 00	T. Eaton Co	Toronto			
39	S. T. Tilley	"	" 23	12 40	Pither & Leiser	Victoria			
40	Wm. Hewelet	"	" 23	15 00	Lenz & Leiser	"			
41	F. Carpenter	"	" 23	5 00	R. Simpson & Co	Toronto			
42	"	"	" 23	5 50	T. Eaton Co	"			
43	Eliza Sordy	"	" 23	11 00	Stanley, Mills & Co.	Hamilton			
44	David Walters	"	" 23	35 00	J. H. Todd & Son	Victoria			
45	"	"	" 23	10 00	F. R. Stewart	"			

46	C. Bergman	Altona	"	26	5 50	A. McSolosky	Whitemouth, M.	"	The Altona post office was entered by burglars on the night of August 26, and this letter stolen. No clue to the perpetrators of the robbery.	9
47	B. M. Corlay	Revelstoke St'n.	"	27	30 00	C. Erickson	Craigellachie, B. C.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
48	A. Monck	Cockburn Is'ld, O	Sept:	2	0 80	Fam Herald and Weekly Star.	Montreal	Stated not to have been received by the persons addressed.	These letters were destroyed on the night of September 3, owing to the burning of the steamer 'John Long,' by which they were being conveyed *en route* to destination.	10
49	Geo. Peterman	"	"	2	2 00	J. Dougall & Son	"			
50	E. J. Lo k	"	"	2	22 52	Stanley, Mills & Co.	Hamilton			
51	John Watson	"	"	2	1 75	Gregg Bros.	Bruce Mines			
52	J. Manson	"	"	2	18 22	J. A. McGillivray	Toronto			
53	Rev. F. Welch	"	"	2	1 00	D. H. McLellan.	Bruce Mines			
54	"	"	"	2	5 00	Mrs. F. Welch	Novar			
55		"	"	2	20 00	D. Rae	Chatsworth			
56	A. Monck	"	"	2	15 00	Postmaster	Toronto			
57	A. McKay	"	"	2	25 00	R. Oliver	Little Current			
58	Mrs. W. M. Steele	Meldrum	"	2	20 00	T. Eaton Co.	Toronto			
59	Mrs. D. VanEnery	"	"	2	2 50	The Enterprise Co.	"			
60	J. H. Ball	"	"	2	25 00	Mrs. J. H. Ball	Cookstown			
61	Thos. Falls	"	"	2	3 53	Walter Woods & Co.	Hamilton			
62	"	"	"	2	56 25	J. Macdonald & Co.	Toronto			
63	G. Eyjalfsson	Icelandic River, M.	"	4	8 00	Russell, Lang & Co.	Winnipeg	Only $7 stated to have been received.	No evidence to account for the alleged discrepancy.	7
64	J. Madore	St. Pierre, M.	"	11	75 00	Banque d'Hochelaga.	"	Stated not to have been received by the persons addressed.	These letters were contained in the mail despatched from Otterburne on September 11, for Winnipeg, and duly reached that office where they were stolen by John Palk, a temporary sorter. Palk was arrested, confessed his guilt and was sentenced to three years in the penitentiary. The money was not recovered.	4
65	G. M. Joly	"	"	11	55 00	C. B. Lanctot	Montreal			
66	T. M. Dixon	Lac La Hache, B.C.	"	11	4 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	Loss made good by postmaster of Lac la Hache, who failed to make a record of the despatch of the letter from his office.	5
67	Postmaster	Trail, B.C.	"	12	660 00 and two cheques.	Bank of Montreal	Rossland	Stated not to have been received by the person addressed.	This letter was stolen from the Trail post office by an individual not connected with the post office. Loss made good by the postmaster.	8

APPENDIX H—*Continued.*

A.—REGISTERED LETTERS—Report of all cases occurring within the year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
68	Stamp Branch, P. O. Dept.	Ottawa	Sept. 16	12 00 in postage stamps.	Postmaster.	Wilkesport, O.	Stated to have been received without contents.	The Sombra post office, to which this letter was forwarded *en route* to destination, was entered by a burglar on the night of September 17 and the letter robbed of its contents. No clue to the perpetrators of the robbery.	9
69	Postmaster	Stonewall, M.	" 24	0 90	Collector of Customs.	Winnipeg.		These letters were contained in the Stonewall mail of September 24 for Winnipeg and duly reached that office where they were stolen by John Falk, a temporary sorter. Falk was arrested, confessed his guilt and was sentenced to three years in penitentiary. $1,030.30 of the stolen money was recovered and distributed pro rata to the persons entitled to received it. See also cases Nos. 61-65.	3
70	G. Musgrove & Co	"	" 24	126 85	Dominion Bank.	"			
71	Bank of Hamilton.	"	" 24	2,000 00	Bank of Hamilton.	"			
72	S. O. Bailey	"	" 24	6 00	Prov. Building & Loan Assn.	Toronto	Stated not to have been received by the persons addressed.		
73	J. Gunn	"	" 24	2 00	R. Simpson & Co	"			
74	Mrs. Geo. Mannix.	"	" 24	0 50	McFarland Co.	"			
75	G. M. Brown	"	" 24	60 00	J. H. Ashdown.	Winnipeg.			
76	"	"	" 24	25 00	Imperial Oil Co.	"			
77	Geo. Sleeman.	Rapid River, O.	" 25	20 00	Copland, Chatterton & Co.	Toronto	"	This letter was stolen from the Rapid River post office by a tramp who obtained access to the post office. Contents made good by the postmaster.	8
78	P. Drolet	Wolfstown, Q.	Oct. 3	57 33	T. Davidson & Co	Quebec		These letters were lost in a collision on the Quebec Central Railway near Thetford Mines on October 3.	10
79	E. Lambert.	D'Israeli, Q.	" 3	5 00	La Société des Artisans.	Levis	"		
80	N. Ruel	Wolfstown, Q.	" 3	20 00	A. Carrier & Fils	"			
81	F. E. Marshall	Truro, N.S.	" 7	11 56	T. W. Wentzer.	Halifax	Only $21.56 stated to have been received.	No evidence to account for the alleged discrepancy.	7

82	Miss E. Pelerdecleith.	Minett, O	"	7	20 00	Miss A. J. Hozack	Toronto	Stated to have been received without contents.	"	7
83	Rev. A. Carrier	St. Zénon, Q	"	8	5 00	C. Archambault.	Montreal	Stated not to have been received by the person addressed.	Loss made good by postmaster of St. Zénon, who could not show evidence of the despatch of the letter from his office.	3
84	Postmaster	Kingston, Ont.	"	9	4 00	Postmaster	Thanet, O	"	The Ormsby post office was destroyed by fire on October 9, and these letters burnt.	10
85	S. S. Stanlick	Ormsby, Ont.	"	9	2 50	Messrs. Humphries	Toronto	"		
86	Thos. Martin, jr.	Blair Athol, N.B.	"	18	11 00	Liebeg Co.	"	"	This letter is stated to have been despatched from Blair Athol to Ed River Crossing but to have failed to reach the latter office. Contents made good jointly, by the postmaster of the offices mentioned, the former having failed to enter it on a proper registration letter-bill and the latter having failed to report its non receipt.	3
87	Mrs. Marsdin	Wishart, Assa.	"	23	2 00	Miss Macomber	Winnipeg	Stated to have been received without contents.	The contents of these letters were stolen by Levi Robinson, the courier on the Qu'Appelle and Wishart route. Robinson was sentenced to three years in the penitentiary. Loss made good by the contractor.	5
88	W. F. Adam	McDonald Hills, Assa.	"	23	18 25	Harry Birks	Montreal			
89	J. Racy, jr.	Johnville, Q	"	24	3 00	Henry Wade	Toronto	"	No evidence to account for the alleged discrepancy.	7
90	John Flewin	Port Simpson, B.C.	"	28	1 00	*Family Herald*	Montreal	Stated not to have been received by the person addressed.	This letter was lost in the Port Simpson post office. Loss made good by postmaster.	3
91	H. Martineau	Kutawa	"	30	20 00	R. S. McKenzie.	Côté, Assa	Stated to have been received without contents.	See Cases Nos. 87 and 88	5
92	F. M. Auld	"	"	30	2 00	W. J. Gage	Toronto			
93		Boston, Mass.	"	31	5 00	Mrs. M. Guilbault.	Saint-Henri de Montreal.	Stated not to have been received by the person addressed.	This letter duly reached St. Henri de Montréal where further trace of it could not be found. Loss made good by postmaster.	3
94	Louis Jacques	Standon, Q	Nov.	3	52 00	M. Moody & Sons.	Terrebonne	Only $49 stated to have been received.	No evidence to account for the alleged discrepancy.	7
95	F. M. Auld	Kutawa	"	6	20 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	See Cases Nos. 87, 88, 91 and 92	5
96	Mrs. A. V. Lendeburg.	"	"	6	76 00	"	"	Only $40 stated to have been received.		

APPENDIX H —*Continued.*

A. REGISTERED LETTERS Report of all cases occurring within the year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada —*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
97	H. Graham.	Uphill, Ont.	Nov. 12	5 20	A. M. Campbell.	Kirkfield, O.	Stated not to have been received by the persons addressed.	The Kirkfield post office was entered by burglars on the night of November 12, and these letters stolen. No clue to the perpetrators of the robbery. Loss made good by the postmaster who neglected to take proper precautions for the safe-keeping of the letters.	8
98	Wm. McNulty	Kirkfield..	" 12	6 20	Bank of Montreal.	Lindsay			
99	Imperial Bank	Strathcona, Alta.	" 13	300 00	Karl Martin	Leduc, Alta.	"	The Strathcona post office was entered by burglars on the night of November 13, and these letters stolen. No clue to the perpetrators of the robbery.	9
100	"	"	" 13	500 00	A. R. Dickson	Wetaskiwin, Alta.			
101	R. Ritchie	"	" 13	4 00	Attorney General.	Regina.			
102	R. Cherry	Moorefield, O.	" 13	15 00	J. W. Scott	Palmerston, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
103	Postmaster	Slate River Valley.	" 16	28	Postmaster	Winnipeg.	Stated not to have been received by the person addressed.	This letter duly reached the Fort William West post office, *en route* to destination, where further trace of it could not be found. Loss made good by postmaster.	3
104	R. J. Hardy	Winnipeg.	" 26	9 16	J. Nixon	Kinbrae, Assa.	"	The Kinbrae post office was destroyed by fire on December 4, and this letter burnt.	10
105	W. Holbrook	Island Brook, Q.	" 29	15 00	Miss O. L. Holbrook.	Montreal	Only $5 stated to have been received.	No evidence to account for the alleged discrepancy.	7
106	E. Tennant	Caintown, O	Dec. 4	64 00	Mrs. Wm. Eaton	Sherwood Spring	Only $50 stated to have been received.	Loss made good by the postmaster of Mallorytown, who failed to take certain precautions in regard to the treatment of the letter.	5

107	Postmaster.....	Hatzic, B.C....	"	4	70 00	Canadian Bank of Commerce.	Vancouver.....	Only $50 stated to have been received.	The missing money, a $20 gold piece, is supposed to have worked its way out of the cover of the letter. Loss assumed by the Post Office Department.	5
108	Mol-ons' Bank ...	Alvinston, O....	"	16	1,150 00	McTaggart Bros.	Edy's Mills, O..	Stated not to have been received by the persons addressed.	These letters were stolen by Isaac Kersey, postmaster of Edy's Mills, who blew open the office safe, subsequently representing that it had been done by burglars. Kersey was sentenced to seven years in the penitentiary. Money not recovered.	4
109	E. Huston.....	Glencoe.....	"	16	1 00	D. Turrill.	" ..			
110	T. Slaght.....	Hartford, O....	"	16	1 00	*The Spectator*....	Hamilton.	"	These letters were stolen *en route* between Hartford and Waterford, by a man named Jackson, an employé of the mail contractor. Jackson was sentenced to three years in the penitentiary. Loss made good by the mail contractor.	8
111	E. Hayes.....	"	"	16	4 70	E. Lee..... ..	Jarvis			
112	W. R. Baker.....	Montreal.	"	17	10 00	Miss M. Baker..	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
113	R. Kenney.	St. John's, Nf'd	"	23	8 00	John Kenney...	Whitney Pier, N.S.	Stated not to have been received by the person addressed.	The Whitney Pier post office was destroyed by fire on the 29th December and this letter burnt.	10
114	Winkler, Friesen & Boen.	Winkler, M	"	23	175 15	Trust & Loan Co. of Canada.	Winnipeg.	Only $455.15 stated to have been received.	Loss made good by a clerk in the Winnipeg post office through whose hands the letter passed. The clerk in question subsequently resigned..	5
			1902.							
115	Messrs. Trudel & Landry.	St. John suburbs P.O.	Jany.	15	18 00	Miss B. Landry.	St. Laurent d'Orleans.	Stated not to have been received by the persons addressed.	This letter is stated to have duly reached the St. Laurent d'Orleans post office where further trace of it was lost. Loss made good by postmaster..	3
116	Wm. Chisholm ..	Montreal.....	"	18	5 50	Mrs. Janet Chisholm.	New Glasgow...	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
117	E. C. Consitt.. ...	Kingston.....	"	24	20 00	Dr. R. A. Payne	Toronto	" "	No evidence to account for the alleged discrepancy.	7
118	J. G. Gillis. .. .	Irish Cove, N.S.	"	24	15 00	Imperial Oil Co.	Halifax..... ..	Stated not to have been received by the persons addressed.	This letter was stolen from the mail between Sydney and St. Peters. Contents made good by the postmaster of St. Peter's, who failed to report that the mail bag in which the letter should have been contained, reached his office in a damaged condition.	8

A.—REGISTERED LETTERS—Report of all cases occurring within the year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada.—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
119	Vergimie Bourget..	Amherst Street, Sub P.O.	Jan. 25	5 00	Aug. Bourget...	L'Ause au Beanfils.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
120	Wm. Dumbledon .	Bleecker Street, Toronto.	Feby. 5	10 00	Andrew Crittenden.	Edgar, O.	" "	Believed to have been tampered with by C. A. Hendry, an assistant at the time employed in the Bleecker street sub post office, Toronto. Hendry was accused of having tampered on a certain occasion with a test letter, and confessing his guilt, was sentenced to six years in penitentiary. Loss made good by postmaster.	5
121	F. Cochrane ...	Baltimore, O....	" 6	1 00	Montreal Daily Star.	Montreal.	Stated not to have been received by the persons addressed.	Loss made good by postmaster of Baltimore, who could not show what disposition he had made of the letter.	3
122	Ella F. McDonald.	Loch Lomond...	" 11	5 50	Miss Maggie Macdonald.	Big Ridge South	" "	This letter was stolen from the mail by a person employed by the contractor for the St. Peter's and Sydney service, who succeeded in effecting his escape. Contents made good by the contractor.	8
123	Canadian Bank of Commerce.	Winnipeg.... .	" 14	1,000 00	Canadian Bank of Commerce.	Fernie, B.C. ...	Only $979 stated to have been received.	No evidence to account for the alleged discrepancy.	7
124	Union Bank of Canada.	Lethbridge	" 19	48 50	A. Skojiski & Co	Blairmore, Alta.	Stated to have been received without contents.	Evidence in this case indicated that the letter in question had been tampered with and its money contents stolen while the mail bag in which it was contained was lying at the Blairmore railway station. Loss made good by the contractor for the Blairmore and Railway Station service, who had neglected to make proper arrangements for the safe-keeping of the mails at the railway station.	5

125	Mrs. Jos. Smith	Stonewall, M.	"	20	4 33	T. Eaton Co	Toronto	Only $3.33 stated to have been received.	No evidence to account for the alleged discrepancy	7
126	D. Jansen	Montreal River.	"	22	3 00	" "	"	Stated not to have been received by the persons addressed.	Case still under inquiry	11
127	E. Meeking	Bleecker Street, Toronto.	"	24	7 00	G. H. Gray	Zephyr	Stated to have been received without contents	See case No. 120	5
128	Miss B. Mayer	" "	"	25	3 00	Miss Ida Mayer.	Wunns, Germany.			
129	A. W. Bethune	Loch Lomond.	"	25	2 00	W. H. Comstock.	Brockville	Stated not to have been received by the person addressed.	These letters were stolen while in the custody of the St. Peter's and Sydney courier. Contents made good by the contractor, who on the occasion in question employed an unauthorised person to drive the mail.	8
130	F. D. Campbell	Middle Cape N. S.	"	25	25 00	O. G. McKeagarn	McNab's Cove, N.S.			
131	Wm. Canning	Bleecker Street, sub. P. O., Toronto.	Mar.	3	5 00	Mrs. Wm. Ryan.	Markham.	Stated to have been received without contents.	See cases Nos. 120, 127 and 128	5
132	Miss Scanlan	"	"	6	17 00	Mrs. G. Burrows.	Buffalo, N.Y.	"	Stolen by C. A. Hendry, an assistant in the Bleecke. Street sub. P. O., Toronto. Contents made good by Postmaster. Hendry was sentenced to six years in the Penitentiary for this theft and one other. See also cases Nos. 120, 127, 128 and 131.	5
133	M. Burk	Birkedale, O.	"	9	1 75	A. Skitch	Huntsville	"	No evidence to account for the alleged discrepancy.	7
134	J. M. Demers	Leclercville, Q	"	11	15 00	Fisher & Son	Quebec	"	No evidence to account for the alleged discrepancy.	7
135	Dr. J. F. W. Ross.	Bleecker Street, sub. P. O., Toronto.	"	21	9 00	Star Library Club.	Montreal	"	See cases Nos. 120, 127, 128, 131 and 132.	5
136	Mrs. Emma Davies	"	"	31	1 00	M. G. Clarke	Winnipeg	"		
137	P. O. Inspector, Toronto.	"	Apl.	1	3 00	Mrs. Geo. Seymour.	Galt	"	This was a test-letter prepared by the Post Office Inspector at Toronto. It was intercepted at the Toronto P.O., and its money contents found to be missing. Hendry, an assistant in the Bleecker Steet P. O. was taxed with having stolen the money, and at first denied the charge. Subsequently, however, he confessed, producing the stolen money from his pocket. He was sentenced to six years in the Penitentiary for this theft and one other to which he confessed. See also Nos. 120, 127, 128, 131, 132, 135 and 136.	5

APPENDIX H—*Continued.*

A.—Registered Letters—Report of all cases occurring within the year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
138	G. Kelly.....	Pettapiece, M ..	Apl. 1	1 50	J. A. Salzer & Co.	La Cross, Wis...	Stated not to have been received by the person addressed.	The Pettapiece Post Office was destroyed by fire on the morning of the 1st April and this letter burnt.	10
139	A. Young	Bird's Breek, O.	" 7	1 00	Weekly Witness.	Montreal.....	"	This letter was duly received by the R'y Mail Clerk on the Trenton and Bancroft travelling Post Office, who failed to charge it on letter-bill for Montreal. Loss made good by the R'y Mail Clerk in question.	3
140	J. McCool, jr.....	Maisonneuve, Q.	" 16	7 00	John Barry....	Morrisburg.	Stated to have been received without contents.	These letters were tampered with by a party at the time employed in the Maisonneuve Post Office. Contents made good by the Postmaster.	5
141	Jos. Beauvais.....	Navan, O..	" 18	5 50	Mrs. J. Beauvais.	Maisonneuve.....			
142	Mrs. A. Cabano...	Visitation Street sub. P. O. Montreal.	May 8	14 00	A. Cabano..	Roberval, Q ...	Stated not to have been received by the person addressed.	This letter duly reached the Roberval Post Office where further trace of it could not be found. Loss made good by Postmaster.	3
143	Kate Walsh	Peel Street, sub P.O., Montreal	" 12	15 00	Mrs. Jos. Walsh.	St. Roch de Quebec.	Only $10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
144	Mrs. HoSang	Lillooet, B.C....	" 19	4 20	T. Eaton Co....	Toronto...	Only $2.40 stated to have been received.	No evidence to account for the alleged discrepancy.	7
145	F. Gadana	Rocanville, Assa.	" 20	21 00	F. Zotti.....	New York.....	Only $16 stated to have been received.	Abstraction believed to have been committed by a person who was wrongfully allowed to take the letter from the Rocanville Post Office for the purpose of fumigating it. The person in question subsequently reposted the letter to its address. Loss made good by the Postmaster.	5
146	Augustine Labreke	St. André d'Avelin, Q	" 21	3 00	Dept. of Education.	Quebec..... ...	Only $2 stated to have been received,	No evidence to account for the alleged discrepancy.	7

147	Miss K. Walsh....	Montreal..	"	26	15 00	Mrs. J. Walsh..	St. Roch de Quebec.	Only $10 stated to have been received.	No evidence to account for the alleged discrepancy.	7
148	Belcourt, McDongall & Smith....	Dawson .	"	30	2 50	Atkinson & Petrie.	Simcoe, O . . .	Stated to have been received without contents.	Case still under inquiry	11
149	W. J. Johnson....	Rat Portage..	June	18	7 60	Mrs. R. McPherson.	Beauséjour, M..	Stated not to have been received by the person addressed.	This letter was stolen by an individual who improperly gained access to the Beauséjour Post Office. He subsequently confessed to having committed the roubery, made good the loss and being adjudged insane was removed to an asylum.	8
150	W. D. Graham....	Arundel, Q.	"	19	17 00	Wm. Patterson & Co,	Brantford			
151	Chas. Poirier.....	"	"	19	25 00	D. Christie. ...	Lachute.....			
152	J. Patterson	"	"	19	15 60	Irvine, Harris & Co.	Montreal.	"	Case still under inquiry.....	11
153	D. W. Smellie....	"	"	19	36 00	M. Milway.....	Harrington East.			
154	C. J. Stamford...	"	"	19	9 80	Dom. Wrought Iron Wheel Co	Toronto			

APPENDIX H

REPORT OF MISSING LETTERS

CLASS B—UNREGISTERED LETTERS

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.						
1	B. Griffith	South Durham, Q	April 9	1 00	Haycock & Dudgeon.	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
2	Mrs. Fraser.	Coaticook, Q	May 10	3 25	" "	"	" "	" "	
3	R. E. Harris	St. Lambert, Q	" 11	2 00	" "	"	" "	" "	
4	Miss Scarfe	Halifax	June 10	2 00	" "	"	" "	" "	
5	G. A. Truax	Farnham, Q	July 30	2 20	" "	"	" "	" "	
6	J. W. Graham	Lothaire, M	Nov. 10	4 00	W. A. Doyle	Beulah, M	" "	" "	
			1901.						
7	P. McArthur	The Landing, M	Jany. 1	1 00	*Weekly Witness*	Montreal	" "	" "	
8	Thos. J. Seale	Leeds Village	" 1	1 00	John Dougall & Son.	"	" "	" "	
9	Geo. T. Harbour	Sandy Beach Centre, Q.	" —	1 30	" "	"	" "	" "	
10	Mrs. J. A. Campbell	Winnipeg	Feb. 25	1 00	Mrs. McKinnon	Hay's River, N.S.	" "	" "	
11	Ada J. Brain	Mail Car at Dauphin.	March 1	0 58	T. Eaton Co	Toronto	" "	" "	
12	S. T. Scott	Cook's Creek, M	" 12	1 50	*The Tribune* Pub. Co.	Winnipeg	" "	" "	
13	Archie McRae	Tara, O	April 1	1 00	John Dougall & Son.	Montreal	" "	" "	
14	J. Bte Gamond	Quebec	" 1	2 00	W. Lafleur	St. Antoine de Tilly.	" "	" "	
15	Mrs. Lawrence	Winnipeg	" 3	2 00	M. O. R. Jarvis	Winnipeg	" "	" "	
16	Geo. Martel	Renfrew C. P. R. Station.	" 9	10 00	Miss Albina Thibert.	Montreal	" "	" "	
17	F. H. Haynes	Montreal	" 23	2 00	G. F. Gibson	Quebec	" "	" "	
18	Miss Louise Gravel	Riv. Ste Marguerite	" 24	0 25	John Teaffe	"	" "	" "	
19	Léontine Légaré	St. Sauv. de Québec	" 26	1 00	Joseph Légaré	St. Ubalde, Q	" "	" "	

20	Arnold Fletcher	Vancouver	"	28	29 00	Miss L. Fletcher	Belmont, N.S.	"	"	"	"	"	"	
21	Paul Blouin	Ste Famille, Q	"	29	2 00	N. Côté	Quebec	"	"	"	"	"	"	
22	Geo. R. Whiting	Denfield, O	"	30	7 00	Angus Elliott	London	"	"	"	"	"	"	
23	Mrs. Macpherson	Toronto, O	May		5 00	Miss Maud Whelan	Montreal	"	"	"	"	"	"	
24	Mrs. Fonseen	Winnipeg	"	2	2 00	Mrs. M. Bruce	Stonewall, M	"	"	"	"	"	"	
25	Temont Byers	DeClare, M	"	3	1 35	*Free Press*	Winnipeg	"	"	"	"	"	"	
26	Jas. Dodds	Oxbow, Assa	"	8	5 00	Mrs. Jas. Dodds	Brandon, M	"	"	"	"	"	"	
27	E. R. Rogers	Selkirk, M	"	13	2 25	C. H. S. Tupholme	Pincher Creek	"	"	"	"	"	"	
28	Miss Emily Wright	Boissevain, M	"	17	10 00	Miss Stirling	Gaiswold, M	"	"	"	"	"	"	
29	Mrs. Chester	Baldur, M	"	18	1 05	R. Simpson Co	Toronto	"	"	"	"	"	"	
30	Mrs. W. A. Howard	Ottawa	"	20	1 00	Archie Howard	Cotean Landing	"	"	"	"	"	"	
31	Maggie Elder	Arcola, Assa	"	24	1 75	T. Eaton Co	Toronto	"	"	"	"	"	"	
32	Mrs. A. J. Dearden	Windsor Mills, Q	"	25	0 20	R. Simpson Co	"	"	"	"	"	"	"	
33	A. B. Alexander	Mail Car at Killarney, M	"	25	3 00	A. McKim	Boissevain	"	"	"	"	"	"	
34	F. J. Boyd	Fingal, O	"	27	33 00	Merchants Bank	St. Thomas, O	Only $28 stated to have been received.	No evidence to account for the alleged discrepancy.					
35	J. M. McGovern	Port Arthur, O	June		2 00	A. McGovern	St. Boniface, M	Stated to have been received without contents.	"	"	"	"	"	
36	T. Eaton Co	Toronto	"	1	0 48	Mrs. Arthur Ross	Manitoba, M	Stated not to have been received by the person addressed.	No trace owing to want of registration.					
37	Mrs. Thos. Anderson	Thornhill, M	"	2	1 00	W. A. Murray & Co.	Toronto	"	"	"	"	"	"	
38	Mrs. G. McInnis	Chemainus, B.C	"	3	3 55	R. W. Teskey	Vancouver	"	"	"	"	"	"	
39	J. K. Maguire	McGillivray, B.C	"	3	5 00	Joseph J. Kelly	Orangeville	"	"	"	"	"	"	
40	F. Seebaver	Barkway	"	4	1 25	Darch & Hunter	London, O	"	"	"	"	"	"	
41	Miss H. Talbot	Montmagny, Q	"	4	3 00	Miss V. Talbot	Quebec	"	"	"	"	"	"	
42	T. Eaton Co	Toronto	"	5	0 88	Mrs. W. H. Sibley	Wittenburg, N.S	"	"	"	"	"	"	
43	M. Morton	Gladstone, M	"	8	0 80	R. Simpson Co	Toronto	"	"	"	"	"	"	
44	Miss Bigger	Winnipeg	"	9	1 00	Miss Sadie McKay	Hamilton,	"	"	"	"	"	"	
45	T. Eaton Co	Toronto	"	10	0 63	Mrs. A. M. Roop	Springfield, N.S	"	"	"	"	"	"	
46	J. J. Brennan	Halifax	"	10	2 00	Lester & Co	Montreal	"	"	"	"	"	"	
47	Mrs. Brown	Carlingville, M	"	13	5 00	T. Eaton Co	Toronto	"	"	"	"	"	"	
48	Ed. Smith	Armand, M	"	14	3 00	T. Eaton Co	"	"	"	"	"	"	"	
49	Wm. Chapman	Ottawa	"	14	2 00	J. G. Yon	Montreal	"	"	"	"	"	"	
50	Wm. Horton	Riverside, O	"	17	1 70	Wm. Braithwaite	Toronto	"	"	"	"	"	"	
51	Mrs. Jno. Thompson	Cedardale, O	"	17	2 00	Mrs. Geo. Cook	Curtis, O	"	"	"	"	"	"	
52	A. S. Roddick	Truro, N.S	"	17	8 00	G. H. Willet	Lower Stewiacke	"	"	"	"	"	"	
53	Phila Ann Mallory	Dorland, O	"	19	4 00	Mrs. Nettie Leavitt	Wellington	"	"	"	"	"	"	
54	G. McGovern	Port Arthur Station, O	"	19	2 00	A. McGovern	St. Boniface, M	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.					
55	Mrs. G. S. Freeman	Sable River, N.S	"	20	1 30	Robt. Simpson Co	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.					
56	Marjorie Rather-ford	Toronto	"	21	10 00	J. W. Rutherford	Bothwell, O	"	"	"	"	"	"	

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
57	Joseph Royer	Quebec	June 21	3 00	Mde. Jos. Royer	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
58	Mrs. R. A. Robertson.	Cartwright, M	" 22	2 30	T. Eaton Co.	Toronto	" "	" " "	
59	Mrs. F. Tremblay	Montreal	" 22	1 28	Chas. Pinard	Ottawa	" "	" " "	
60	Mrs. D. McCrae	Wallaceburg	" 24	10 00	Miss S. McCrae	Toronto	" "	" " "	
61	Fred. Beaumont	Toronto	" 25	5 00	Mrs. F. Beaumont	Galt, O	" "	" " "	
62	Miss M. McKechnie.	Paisley, O	" 25	4 00	Miss N. Thompson	Teeswater, O	" "	" " "	
63	John Benedict	Toronto	" 26	1 50	C. Willescroft	Smith's Falls, O.	" "	" " "	
64	John Benedict	Toronto	" 26	1 75	Geo. Keith	"	" "	" " "	
65	R. Hill	Deseronto	" 26	3 00	Mrs. R. Hill	East Toronto	" "	" " "	
66	The Robt. Simpson Co.	Toronto	" 26	0 43	Mrs. Robt. Ross	Port Robinson, O.	" "	" " "	1
67	T. Eaton Co	Toronto	" 27	0 92	Mrs. A. Michaud	Ridout, O	" "	" " "	
68	Mrs. J. Congalton	Toronto	" 28	4 05	Mrs. Wm. Baxter	New Lowell, O	" "	" " "	
69	F. B. Montgomery	St. John, N.B	" 29	10 00	Mrs. Thos. Montgomery.	Toronto	" "	" " "	
70	Mrs. C. Sherman	Toronto	" 30	4 00	Mrs. Evernigham	Port Robinson, O	" "	" " "	
71	Miss Minnie Parker	Toronto	" 30	3 00	Mrs. R. Parker	New Castle, N.B.	" "	" " "	
72	J. H. Day	Brantford, O	" 30	16 00	Mrs. J. H. Day	Toronto	" "	" " "	
73	Ettie Mayne	Cannington, O	July 1	1 40	The Robt. Simpson Co.	Toronto	" "	" " "	
74	Rev. M. Kasslan	Montreal	" 1	5 00	W. H. Leach	Montreal	" "	" " "	
75	J. H. Day	Brantford	" 1	6 00	Mrs. J. H. Day	Toronto	" "	" " "	
76	F. Abt. Gatien	Montreal	" 2	5 00	F. K. Gatien	Marieville	" "	" " "	
77	M. Magee	Medicine Hat and Nelson Ry. P. O.	" 3	2 05	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	

78	Wm. Skimer. ...	Ste. Anne de Bellevue.	"	3	10 00	Mrs. Skinner	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
79	Mrs. Wm. Herger.	Montreal	"	3	6 00	Miss Clara Herger.	Kingston	" " ..	" " ..	"		
80	Mde. V. F. A. Méllard.	St. Michel de Bellechasse.	"	3	9 85	Elzéar Paquet	Quebec	" " ..	" " ..	"		
81	J. A. Pelletier	Riv. Ouelle	"	3	5 00	J. Jacques	"	" " ..	" " ..	"		
82	Geo. Wilkes	Deseronto, O.	"	3	8 00	Mrs. Geo. Wilkes.	Roblin	" " ..	" " ..	"		
83	Mrs. Lee	Butterfield, M ...	"	4	2 00	The R. Simpson Co.	Toronto	" " ..	" " ..	"		1
84	R. Bunyan	North Bay, O.	"	4	10 00	James White	Sudbury, O.	" " ..	" " ..	"		
85	Etta Buchanan ...	Gore Bay, O	"	4	5 00	Frank Edwards. .	Alliston, O.	" " ..	" " ..	"		
86	Mary Spurway....	Calgary, N.W.T..	"	4	4 79	T. Eaton Co	Toronto	" " ..	" " ..	"		
87	Susan Hynes.....	Lachine, Q.	"	4	5 00	Miss Hynes	Point St. Charles	" " ..	" " ..	"		
88	Miss Mary Hyland	Three Rivers.....	"	4	2 50	Mrs. Wm. Hyland.	Ottawa	" " ..	" " ..	"		
89	Mme. de Bellefeuille.	Dorval, Q.	"	4	1 00	Mme. H. Girard ..	Montreal	" " ..	" " ..	"		
90	Mde. Handfield...	St. Theodosie, Q..	"	5	1 50	Mme. L. Hébert ..	"	" " ..	" " ..	"		
91	Marie Lavenault...	Yamaska, East ...	"	6	5 00	Cie. Chimique Fr. Américaine.	"	" " ..	This letter was posted for registration but was sent forward in the ordinary mail. Contents made good by the P.M. of Yamaska East.			3
92	Mrs. Robinson ...	Owen Sound, O...	"	6	10 00	Mrs. E. Loos	Westmount, Q..	" " ..	No trace owing to want of registration.			
93	Walter V. Harvey.	Toronto, O.	"	7	6 00	Miss Mary Fripp..	Allenwood	" " ..	" " ..	"		1
94	Mrs. E. McCullough	Aspen Grove, B.C.	"	8	3 00	T. Eaton Co ...	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
95	Geo. Lebonté	Ottawa	"	8	1 10	Elzéar Nantel....	Montreal. ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
96	Harry Day	Walkerton	"	8	10 00	Mrs. Harry Day ..	Gorrie, O.	" " ..	" " ..	"		
97	O. Belanger.	Trois Pistoles	"	8	5 00	Onézime Belanger.	Quebec	" " ..	" " ..	"		
98	J. J. Mitchell.....	Winnipeg.	"	9	6 00	Mrs. J. J. Mitchell	LaRivière, M...	" " ..	" " ..	"		
99	E. A. Kemball....	"	"	9	25 00	Miss Kemball.....	Montreal	" " ..	" " ..	"		
100	Mrs. F. Rickmore.	Calumet, Q.	"	9	2 00	Mrs. F. Rickmore.	"	" " ..	" " ..	"		
101	E. Vallée.....	Ste. Anne de Bellevue.	"	9	5 00	Dlle. Alice Duckett	"	" " ..	" " ..	"		
102	Joseph Lapointe ..	Cornwall, O.	"	9	6 00	Mme. J. Lapointe.	" ...	" " .	" " ..	"		
103	Mrs. Trees.....	Bleeker st., Toronto	"	10	6 30	Mrs. Wilkie	Long Branch, O.	" " ..	" " ..	"		
104	T. Ouellet	St. Eloi, O.	"	10	15 00	S. Bouchard & Cie.	Quebec	" " ..	" " ..	"		
105	Mlle. Delagrave...	Kamouraska ..	"	10	0 25	E. L. Denoncourt.	"	" " ..	" " ..	"		
106	A. G. Ross	Toronto	"	11	5 00	Mrs. John Ross...	Hamilton ..	" " ..	" " ..	"		1
107	Mary H. Ellicott.	Kingston	"	11	2 00	Miss A. F. Ellicott	Montreal	" " ..	" " ..	"		
108	Postmaster	Hudson, Q.. .	"	11	2 00	Mrs. W. W. L. Chipman.	"	" " ..	" " ..	"		
109	The R. Simpson Co.	Toronto	"	12	0 92	J. J. Sullivan. ...	Sullivan's Island	" " ..	" " ..	"		
110	Mrs. A. E. Ford..	Winnipeg.	"	12	1 05	T. Eaton Co	Toronto	" " ..	" " ..	"		
111	Wm. C. Murray ..	Toronto	"	12	5 00	Mrs. W. C. Murray	Kerwood, O. ...	" " .	" " ..	"		
112	C. L. Helliwell....	Lennoxville, Q ...	"	12	5 60	Mrs. F. C. Allmand	Montreal	" " ..	" " ..	"		
113	Miss Hammond...	Montreal	"	12	7 00	Mrs. Hammond. .	Lachute Mills, Q	" " ..	" " ..	"		
114	Mrs. E. Hanson ..	Fredericton, N.B..	"	12	3 00	Mrs. James Garden	Plympton, N.S..	" " .	" " ..	"	...	

APPENDIX H *Continued*

B. UNREGISTERED LETTERS. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada *Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Results of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
115	M. Michaud	Quebec	July 13	1 50	Joseph Michaud	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
116	G. McInnis	Chemainus, B.C.	"	3 55	R. W. Teskey	Vancouver	"	"	
117	B. Dunn	Deseronto, O.	" 15	2 00	T. Eaton Co.	Toronto	"	"	
118	Marie L. St. Laurent.	Rimouski	" 15	10 00	D. S. Perrin & Co.	Montreal	"	"	
119	A. H. Stalker	Winnipeg	" 15	4 00	Mrs. J. E. Hughes	Oak River, M.	"	"	
120	J. A. McKay	Smith's Falls	" 15	4 00	Mrs. J. A. McKay	Morrisburg, O.	"	"	
121	Robertson, Nicolle & Co.	Kingston	" 15	9 23	Wm. Clark	Montreal	"	"	
122	C. Robillard	Hawkesbury	" 15	5 00	Miss M. Dowd	"	"	"	1
123	Bertha Krueger	Ste. Agathe des Monts, Q.	" 15	17 00	Miss Mary Feldman.	"	"	"	
124	Mlle. D. Belisle	St. Eustache, Q.	" 15	1 00	Z. Gignire	"	"	"	
125	Clem. Côté	St. H. de Montréal	" 15	5 00	Jules Lussier	Hull	"	"	
126	Sadie Eschoff	Biscotasing, O.	" 16	22 00	Abraham Ferris	Sudbury, O.	"	"	
127	T. Eaton Co.	Toronto	" 16	0 50	Mrs. A. A. Adams	Port Hope	"	"	
128	Mrs. Wm. Jordan	Vancouver	" 16	3 00	Mrs. Chas. Jordan	Victoria, B.C.	"	"	
129	Miss Chapman	Prescott	" 16	3 00	Miss C. Chapman	Montreal	"	"	
130	Geo. Smith	Winnipeg	" 16	0 50	J. Fyefinch	Portage la Prairie	"	"	
131	Chas. Poll	Ridgetown, O.	" 16	3 00	Mrs. Chas. Poll	Kerwood	"	"	
132	A. F. Love	Toronto	" 17	10 00	Mr. Robinson	Port Credit, O.	"	"	
133	R. G. McLeod	Comaplix, B.C.	" 18	1 00	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	1
134	John A. Lynn	Toronto	" 18	4 00	Mrs. John A. Lynn	Uxbridge, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	7
135	M. Wallace	Winnipeg	" 19	1 40	Col. Scott	Winnipeg	"	"	

136	J. Manolson ...	On train at Wahnapitae, O.	"	19	20 00	J. Ornstein ...	Montreal.	"	"	"	"	"		
137	R. Green	Toronto	"	19	1 00	Mrs. R. Green...	Beaumaris ...	"	"	"	"	"		
138	John Butler	Mather, M..	"	19	2 40	The Robt. Simpson Co.	Toronto	"	"	"	"	"		
139	Mme E. Drouin...	Ste. Agathe des Monts.	"	19	4 00	Haycock & Dudgeon.	Montreal.....	"	"	"	"	"		
140	Mrs. Chas. Holland	Ketch Harbour, N.S.	"	19	2 60	Mrs. Chas. Johnson.	Halifax	"	"	"	"	"		
141	Mrs. Hoffman ..	Winnipeg.....	"	20	2 60	N. E. Watts.....	Balmoral	"	"	"	"	"		
142	Mrs. E. Robinson..	Deseronto, O.....	"	21	7 25	T. Eaton Co ..	Toronto	"	"	"	"	"		
143	H. Caldwell ...	Toronto	"	21	5 00	Mrs. H. Caldwell.	Chatsworth, O..	"	"	"	"	"		
144	J. B. Proulx	St. Benoit, Q.....	"	21	2 00	J. O. Proulx	Montreal	"	"	"	"	"	1	
145	Lady Laurier.....	Arthabaskaville...	"	22	10 00	Miss Migault....	Ottawa.....	"	"	"	"	"		
146	O. Laframboise.. .	St. Henri de Montreal.	"	22	1 00	Mlle E. Clement..	St. Benoit, Q...	"	"	"	"	"		
147	C. W. Auboin	Eastern Harbour, N.S.	"	22	1 40	T. Eaton Co.....	Toronto.....	"	"	"	"	"		
148	M. Bordna	St. Julie des Vercheres.	"	22	2 00	C. H. Guimond...	Montreal.....	"	"	"	"	"		
149	Mrs. D. A. Knowlton.	South Boulton, Q.	"	23	9 50	H. Morgan & Co..	"	"	"	"	"	"		
150	Rev. J. E. Leclerc.	St. François d'Orleans.	"	23	1 25	C. J. Magnan.....	Quebec.....	"	"	"	"	"		
151	W. T. Simms.....	St. John, N.B....	"	21	12 00	Miss A. Caulfield..	Montreal... ..	"	"	"	"	"		
152	M. Markgraf.....	St. Faustin, Q....	"	24	12 00	Mrs. Markgraf....	"	"	"	"	"	"		
153	W. Griffin.....	Montreal...	"	24	2 00	Mrs. Archie Capelman.	Winchester Springs.	"	"	"	"	"		
154	J. L. Mullin.....	Hamilton	"	25	5 00	Johnny Mullin....	Montreal... .	"	"	"	"	"		
155	Annie Farrell.....	New Glasgow, Q..	"	26	2 00	Edwd. Farrell....	"	"	"	"	"	"		
156	Miss L. C. Ostrom.	Montreal.....	"	26	6 00	Miss Mary Ostrom	Dunraven, Q....	"	"	"	"	"		
157	Miss L. Harris...	White Head, N.S.	"	26	0 22	Robt. Simpson Co.	Toronto	"	"	"	"	"		
158	Grant Tiedman...	Stanley, O.....	"	27	2 00	T. Eaton Co....	"	"	"	"	"	"		
159	J. Belanger.....	St. Alex. de Kamouraska.	"	28	100 00	L. J. Belleau	Quebec.....	"	"	This letter was posted for registration, but was despatched from the St. Alex. de Kamouraska post office as an ordinary letter. Loss made good by the postmaster.				3
160	Miss W. Kear .. .	Cacouna South, Q.	"	28	0 25	Thos. Burke....	Montreal.	"	"	No trace owing to want of registration.				
161	Miss Nellie Rear..	Cacouna, Q.	"	30	0 25	"	"	"	"	"	"	"		1
162	Albert Lawson....	Toronto	"	29	1 00	Mrs. Lawson	Cannington, O..	"	"	"	"	"		
163	T. Eaton Co.....	"	"	29	0 31	Ben Hayter.....	Oxboro, O.....	"	"	"	"	"		
164	Ed. Purcell.	Halifax.....	"	29	0 50	Globe Automatic Siding Co.	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.				7
165	Mrs. H. Clarke...	Magdalen Islands.	"	30	0 30	The Robt. Simpson Co.	"	Stated not to have been received by the person addressed.		No trace owing to want of registration.				1
166	Jas. McDevitt....	Dunkerron	"	30	1 50	T. Eaton Co ...	"	"	"	"	"	"		

APPENDIX H—*Continued.*

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
167	P. A. Gaudet. ...	St. Sophie de la Corne, Q.	July 30	4 00	Victor Gaudet....	Montreal. ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
168	Jno. Rutland.....	Blythe	" 30	6 00	Miss Nellie Rutland.	Chatham, O ...	" " ..	" " " ..	
169	T. E. Appleby....	Deseronto, O	" 30	5 00	Mrs. T. E. Appleby	Flower Stn., O..	" " ..	" " " ..	
170	The Robt. Simpson Co.	Toronto	" 31	0 64	Miss Dorothy Fulford.	Brockville, O ..	" " ..	" " " ..	
171	Miss Hattie Jones.	St. Catharines, O .	" 31	5 00	Mrs. Alva J. Jones	Bartonville, O ..	" " ..	" " " ..	
172	H. Gomery.	Montreal.....	" 31	5 00	Rev. J. E. Cunningham.	Ste. Agathe des Monts.	" "	" " " ..	
173	Mrs. Wm. Gimblett	Toronto	Aug. 1	2 00	Dr. Ferrier.....	Markham, O....	" " ..	" " " ..	
174	E. P. Croley.. ..	"	" 1	5 70	Geo. Spencer Croley.	Stroud.....	" " ..	" " " ..	
175	Sr. St. Raphael...	Roberval, Q	" 1	1 25	H. Magnan	Quebec.....	" " ..	" " " ..	
176	Mrs. F. Link.....	Atlin, B.C.....	" 1	1 76	T. Eaton Co.....	Toronto	" " ..	" " " ..	
177	Mrs. M. McNeil..	East Bay.....	" 1	10 00	W. Crowe.....	Sydney	" " ..	" " " ..	
178	A. J. Phillips....	Toronto	" 2	4 00	Star Library Club.	Montreal.	" " .	" " " .	
179	Chas. Roberts....	"	" 2	4 00	Mrs. Chas. Roberts	Chedoka.....	" " ..	" " " ..	
180	....	St. Jerome, Q.....	" 2	7 00	M. W. Harris.....	Montreal.	" " .	" " " ..	
181	W. Lefebvre.... .	Petite Riviere, Q..	" 2	5 00	Orphilinat Catholique.	"	" " .	" " " ..	
182	Chas. Elliott.....	Georgetown, O ...	" 3	25 00	Mrs. John Elliott.	Hensall, O.....	" " ..	" " " ..	
183	F. Grundy.....	Roach's Point, O..	" 3	2 00	Mrs. F. Grundy ..	Eglington, O ...	" " ..	" " " ..	
184	Bank of B.N.A...	London.....	" 3	2 34	Standard Bank ...	Chatham, O	" " .	" " " ..	
185	J. E. Braund.. ...	Toronto	" 3	2 00	Star Library Club.	Montreal	" " .	" " " ..	
186	Peter Linklater...	Owen Sound, O...	" 4	5 00	Mrs. John Currie.	Wingham, O....	" " .	" " " ..	
187	Mrs. R. E. Tucker	Battleford, Sask..	" 4	1 00	The R. Simpson Co.	Toronto	" " ..	" " " ..	
188	Thos. Babe	On train Shelbourne.	" 5	1 00	Mrs. Thos. Babe..	Ottawa.....	" " ..	" " " ..	
189	D. W. Ross .. .	Port Carling, Ont.	" 6	4 20	J. W. Ryder.....	Toronto	" " ..	" " " ..	

190	Wm. Stevens.....	Petrolea, Ont....	"	6	3 00	Walter Stevens...	Bracondale.....	"	"	"	"		
191	Mary J. Ainsley..	Drumbo, Ont.....	"	6	1 00	Carrie B. Ainsley.	Toronto.....	"	"	"	"		
192	D. H. Conper . .	Innisfail	"	6	14 00	Dr. T. A. Sanden.	Winnipeg ...	"	"	"	"		
193	T. Eaton Co.....	Toronto..... ...	"	7	0 75	Mrs. W. J. Simpson	Greenwood, B.C	"	"	"	"		
194	Mrs. A. J. Morrison	Port Hawkesbury, N.S.	"	7	1 12	T. Eaton Co....	Toronto.....	"	"	"	"		
195	Mrs. S. L. Morton	Gladstone, M. ...	"	7	2 75	H. Birks & Sons..	Montreal.....	"	"	"	"		
196	Miss K. A. Pilkington.	Ninga, M.	"	8	2 00	W. A. Murray & Co	Toronto.....	"	"	"	"		
197	Jas. McCarrey....	Montreal, Q	"	8	2 00	Wm. McCarrey ..	Stanbridge, Q...	"	"	"	"		
198	K. Pilkington.. .	Ninga, M..... ..	"	8	1 00	Robt. Simpson Co.	Toronto, O ...	"	"	"	"		
199	Miss E. C. Walsh	Cranbrook, B.C ..	"	9	2 06	T. Eaton Co ...	Toronto.... ..	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
200	S. M. Foster.....	Moira, Ont.....	"	9	7 00	Jos. S. Pine	Madoc, O.....	Stated not to have been received by the person addressed.		No trace owing to want of registration.			1
201	Mrs. C. Manering.	Cartwright, M....	"	9	2 15	T. Eaton Co....	Toronto	"	"	"	"		
202	Hudson Bay Co...	Winnipeg.....	"	9	5 00	Miss E. Matheson.	Battleford, Sask.	"	"	"	"		
203	Mrs. O. Leveque..	Montreal..	"	11	2 00	Miss Eva Leveque.	Toronto... ...	"	"	"	"		
204	Miss A. M. Sullivan	Charlottetown	"	12	2 00	Henry Birks & Son	Montreal. ...	"	"	"	"		
205	L. Doering	Sundridge	"	12	5 00	Stanley, Mills & Co	Hamilton	"	"	"	"		
206	Louis Girard	Laprairie, Q.....	"	12	5 00	Mde. H. Girard...	Montreal.....	"	"	"	"		
207	Mrs. D. Cameron..	Appin, N.S.....	"	13	2 34	T. Eaton Co....	Toronto	"	"	"	"		
208	Mrs. J. T. Croot..	Victoria.....	"	13	13 50	Miss Della Holden	Aurora, O ...	"	"	"	"		
209	Mrs. J. T. Croot..	Victoria..	"	13	0 25	Mrs. Alf. Wilson..	" ...	"	"	"	"		
210	Miss Ethel Grant..	Martintown, O....	"	13	0 50	Miss Dickson	Kingston.. ..	"	"	"	"		
211	A. R. Clarke & Co	Toronto, O	"	15	4 00	R. Quance	Clarkson, O	"	"	"	"		
212	W. H. Bullen. ...	Ottawa.....	"	15	15 00	Mrs. W. H. Bullen	Windsor.....	"	"	"	"		
213	Miss Sylk	St. John Suburb, Q	"	15	0 25	H. Morgan & Co..	Montreal. .	"	"	"	"		
214	Mrs. Geo. Burn ..	London.....	"	16	2 00	Fred Burn.....	Toronto.....	"	"	"	"		
215	J. Koerner	Orangeville, O ..	"	17	2 00	Mrs. Koerner.....	"	"	"	"	"		
216	C. C. Laing. .	Winnipeg.....	"	17	30 00	Mrs. Laing	"	"	"	"	"		1
217	Mrs. W. G. Murray	Massawippi, Q ..	"	17	3 00	Mrs. A. Blum....	Montreal....	"	"	"	"		
218	J. Chagnon	Montreal...	"	19	3 00	Mme. J. Chagnon.	"	"	"	"	"		
219	R. Blasdale.....	Winnipeg..... .	"	20	25 00	Bank of Montreal, St. Catherine St. Branch.	"	"	"	"	"		
220	Mrs. DeRocher...	Toronto.....	"	20	4 00	Miss O. DeRocher	Trenton, O ...	"	"	"	"		
221	W. H. Allan... .	St. Johns	"	20	5 00	Mrs. J. L. Wood..	Montreal.	"	"	"	"		
222	Mrs. Fannie Russell	Killoloe Station, O	"	21	1 20	T. Eaton Co	Toronto.....	"	"	"	"		
223	Miss M. Galbraid	Bowmanville, O...	"	21	9 10	D. McColl & Co ..	"	"	"	"	"		
224	Neil J. McDonald.	Orillia, O.....	"	21	2 00	Mrs. Jas. McDonald	McIntyre, O ..	"	"	"	"		
225	L. A. Chaput.....	Pointe au Pic, Q..	"	21	3 00	R. Rocher.....	Montreal.....	"	"	"	"		
226	Ed. Madore	Ste. Anne de Bellevue, Q.	"	22	1 00	Mme. Madore	"	"	"	"	"		
227	Miss J. Bernstein.	Calumet, Q.....	"	23	1 25	Mrs. Stone	"	"	"	"	"		
228	Mrs. N. R. Dean..	Quebec..	"	23	2 10	Miss Alport	"	"	"	"	"		
229	W. J. Bartley	Ste. Agathe des Monts.	"	23	1 00	Mrs. J. Jones....	"	"	"	"	"		

APPENDIX H—*Continued.*

B. UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
230	Miss J. K. Brodie.	Toronto	Aug. 21	5 00	E. J. F. Ibbotson.	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
231	J. E. Rose	Montreal	" 25	5 00	Dr. A. Rose	Cazaville, Q	" "	" " "	
232	Pierre Cordin	Sorel	" 25	6 00	Paul Cardin	Montreal	" "	" " "	
233	Mme. Geo. Lelievre.	Cape Despair	" 25	5 00	J. E. P. Racicot	Quebec	" "	" " "	
234	Thos. Letean	Quebec	" 26	2 00	Mme. V. Boucher.	St. Henri de Montreal.	" "	" " "	
235	G. J. D. McGuigan	Kelly's Cross, P.E.I	" 26	2 00	Mr. McGrath	Montreal	" "	" " "	
236	Jas. R. Woodward	Sherbrooke	" 26	0 62	Henry Morgan Co.	"	" "	" " "	
237	Ulric Roy	Vankleek Hill, Ont	" 26	10 00	Mme. N. Roy	"	" "	" " "	
238	Dr. A. J. Aubin	Ville Marie, Q	" 26	2 00	Miss Bertha Murphy.	"	" "	" " "	
239	Mrs. Frank Cook	Toronto	" 27	1 50	Miss E. Kaiser	Cobourg, O	" "	" " "	
240	Robert P. Byrnes	Croydon, O	" 28	10 00	James Evans	Centreville, O	" "	" " "	
241	James E. Graham	Windsor, N.S.	" 28	10 00	Mrs. B. Huestis	Halifax	" "	" " "	
242	O. S. Smith.	Parma, O	" 28	1 10	R. B. Stevenson	Baldoon	" "	" " "	
243	Miss Mary Heberley.	Maberly	" 29	2 70	The *Journal*	St. Thomas	" "	" " "	1
244	Ezra Rathburn	Thornvale, O	" 30	11 25	Dominion Loan Co	London, O			
245	Mrs. North	Montreal	" 30	0 50	Herald Pub. Co	Montreal	" "	" " "	
246	F. Rymne	Stanley, O	" 30	3 00	A. D. Muir	Burford	" "	" " "	
247	Rev. M. Vanasse	St. Marc, Q	" 31	25 00	Fabien Vanasse	Montreal	" "	" " "	
248	T. Eaton Co	Toronto	" 31	0 50	Miss M. Wright	Gordon Lake, O	" "	" " "	
249	Miss S. King	Ste. Agathe des Monts	" 31	3 00	Mrs. King	Montreal	" "	" " "	
250	J. W. Wotton	Montreal	" 31	3 00	J. Sloan & Sons	"	" "	" " "	
251	S. McCracken	Medora Station, M	" 31	10 00	Mrs. McCraken	Brussels, O	" "	" " "	
252	Miss Sarah Curley	Brockville	" 31	8 00	Mrs. Jas. Curley	Montreal	" "	" " "	
253	Joseph Liddell	Toronto	Sept. 1	1 70	Mrs. R. Robson	Clarksburg, O	" "	" " "	

254	Bella Van Egmond	Seaforth Ry. Sta.	"	1	2 00	Mrs. A. C. Van Egmond	Toronto	"	"	"	"	"		
255	Miss Collett	London	"	1	1 00	Mrs. McBeth	"	"	"	"	"	"		
256	Alphonse Audet	Rivière à Pierre, Q	"	1	13 00	F. T. Thomas	Quebec	"	"	"	"	"		
257	C. Thorold	Ridgetown, O.	"	1	2 00	Miss E. C. Thorold	Stratford	"	"	"	"	"		
258	Kate Powell	Parry Sound, O.	"	2	1 30	T. Eaton Co	Toronto	"	"	"	"	"		
259	Miss S. Poyner	Pierson, M.	"	2	3 10	R. Simpson Co.	"	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.				7
260	W. D. McIntosh	Victoria, B.C.	"	2	10 00	Mrs. Wm. McIntosh	Upper Woodstock, N.B.	Stated not to have been received by the person addressed.		No trace owing to want of registration.				
261	Alphonse Audet	Rivière à Pierre, Q	"	3	16 00	Bedard & Chouinard	Quebec	"	"	"	"	"		
262	J. B. Paquet	Rivière à Pierre, Q	"	3	1 00	"	"	"	"	"	"	"		
263	Melle Simoneau	Etchemin, Q.	"	3	4 00	Dr. Ed. Morin & Co	"	"	"	"	"	"		
264	Victoria Telgmann	Toronto	"	4	3 00	Miss J. Begin	Kingston, O.	"	"	"	"	"		
265	Mrs. Geo. Hope	Sherbrooke	"	5	4 00	Mrs. Jane McDonald	Montreal	"	"	"	"	"		
266	Mrs. Mainville	"	"	5	5 00	M. Louise Mainville	"	"	"	"	"	"		
267	Anna Winterberg	Washington, O.	"	5	2 50	Mrs. H. Bone	Toronto	"	"	"	"	"		
268	R. Lefaivre	Ottawa	"	5	4 00	Mad. R. Lefaivre	St. Henri de Montreal	"	"	"	"	"		
269	Miss Desnisat	DeLorimier	"	6	1 00	Dlle N. Fresane	Montreal	"	"	"	"	"		1
270	Jno. Crolly	Walkerville, O	"	6	1 75	Miss Lena O'Meara	London	"	"	"	"	"		
271	Bertha Cleland	West Osgood, O.	"	6	1 35	T. Eaton Co	Toronto	"	"	"	"	"		
272	L. L. Davie	Rat Portage	"	7	4 15	"	"	"	"	"	"	"		
273	Lister Mechtelde	Thorold	"	7	4 28	Educational Pub. Co	"	"	"	"	"	"		
274	P. C. McArthur	London	"	7	7 00	Mrs. John Cameron	"	"	"	"	"	"		
275	E. L. Cheko	Montreal	"	7	3 00	Eugene Gourre	Montreal	"	"	"	"	"		
276	J. T. Bowerman	Haliburton, O.	"	8	6 00	Mrs. J. T. Bowerman	Trenton, O.	"	"	"	"	"		
277	E. J. Martin	Bolton Centre, Q.	"	10	21 00	J. S. Mitchell	Sherbrooke, Q	"	"	"	"	"		
278	John Galbraith	Camden East, O.	"	10	1 05	The Finch Wood Preservative Co.	Toronto	"	"	"	"	"		
279	A. Boulain	Ottawa	"	10	1 50	Mad. F. H. Clement	Montreal	"	"	"	"	"		
280	Miss V. Chevrier	Caledonia Springs O	"	10	3 00	Cie Chimique Franco-Am	"	"	"	"	"	"		
281	Kate Kehoe	Toronto	"	11	6 00	Miss Hattie Kehoe	Trenton, O.	"	"	"	"	"		
282	J. J. Townsend	Victoria, B.C.	"	12	2 00	T. Eaton Co	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.				7
283	D. B. Pratt	Hamilton	"	12	3 00	Miles Green	"	Stated not to have been received by the person addressed.		No trace owing to want of registration.				1

APPENDIX H—*Continued.*

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
281	Mrs. Annie Hurd	Toronto	Sept. 12	3 50	Mrs. Atkey	South Parkdale	Stated not to have been received by the person addressed.	No trace owing to want of registration	
285	T. Leclaire	Montreal	" 12	5 00	Victor Martin	Montreal	" "	" " "	
286	J. Galbraith	Camden East	" 12	1 05	Finch Wood Paint Co.	Toronto	" "	" " "	
287	Rev. T. E. Chilcott	Port Carling, O	" 13	8 00	Rev. W. M. Duthie	Hespeler, O	" "	" " "	
288	Miss M. J. Patton	Pembroke, O	" 13	4 40	Jas. Fitzpatrick	Trenton, O	" "	" " "	
289	J. A. McInnerny	Rexton, N.B	" 14	8 00	D. C. McInnerny	Ste. Agathe des Monts	" "	" " "	
290	Henri Duval	Ottawa	" 14	1 00	Mrs. H. Duval	Montreal	" "	" " "	1
291	Israel Masse	Little Metis, Q	" 15	20 00	G. Elie Amyot	Quebec	" "	" " "	
292	H. P. Brown	Yorkville, O	" 15	13 00	W. G. Kernaghan	Lakeport, O	" "	" " "	
293	P. A. Rhyndress	Malone, O	" 15	5 00	Miss Lydda Hudgins	Selby, O	" "	" " "	
294	Miss H. Gardner	Halifax	" 16	5 00	Mrs. R. B. Hunter	Montreal	" "	" " "	
295	Mrs. W. K. Bradley	Hartney, Man	" 16	3 00	T. Eaton Co	Toronto	" "	" " "	
296	C. S. Stapleton	Consecon, O	" 16	12 00	R. Shelton	Peterboro	" "	" " "	
297	E. H. Rickhard	Montreal	" 17	8 15	P. Reid & Sons	Montreal	" "	" " "	
298	Miss Trigg	Tamworth, O	" 17	1 00	Mrs. Percival	Kingston	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	1
299	Melle E. Leroux	Cascades Point	" 17	1 25	Melle J. Leroux	St. Henri de Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration	
300	Hambly & Co	High Bluff, M	" 17	3 00	T. T. Bailey	Por'age la Prairie	" "	" " "	
301	H. L. Gullnier	Cow'han Lake, B.C	" 17	1 00	Mrs. D. Muir	Victoria	" "	" " "	
302	W. J. Joyce	Montreal	" 18	3 00	Mrs. W. J. Joyce	Quebec	" "	" " "	
303	W. W. Beard	Oak River, M	" 18	3 50	T. Eaton Co	Toronto	" "	" " "	
304	Mary Dennis	Toronto	" 18	1 00	Miss Kate Dennis	Alliston, O	" "	" " "	
305	Mrs. J. Kinder	Mail car, Winnipeg	" 19	7 00	Mrs. M. McIvor	Deloraine, M	" "	" " "	1

306	Miss Minchinton	Napanee	"	19	1 00	Miss F. E. Minchinton	Ottawa	"	"	"	"	"	"		
307	Jennie E. Browne	Strathroy, O	"	19	1 79	T. Eaton Co	Toronto	"	"	"	"	"	"		
308	Bertha Cleland	West Osgood, O	"	19	1 35	T. Eaton Co	"	"	"	"	"	"	"		
309	Mrs. McPhedran	Toronto	"	20	5 00	Mrs. John Martin	Corbetton, O	"	"	"	"	"	"		
310	J. F. St. Cyr	St. John's, Q	"	20	5 00	J. A. David	Montreal	"	"	"	"	"	"		
311	L. Frechette	Thetford Mines	"	20	7 00	J. Frechette	Pt. St. Charles	"	"	"	"	"	"		
312	Maggie Bisson	Bulwar, Q	"	21	2 10	The Robt. Simpson Co	Toronto	"	"	"	"	"	"		
313	Alex. Moore	Plainfield, O	"	21	2 00	M. D. Carder	Toronto	Stated to have been received without contents.			No evidence to account for the alleged discrepancy.			1	
314	R. H. Clarke	Wiarton	"	22	20 00	L. D. Thomas	Toronto	"	"	"	"	"	"		
315	Miss L. W. McDonald	Carnduff Assa	"	23	2 25	T. Eaton Co.	Toronto	"	"	"	"	"	"		
316	The Robt. Simpson Co	Toronto	"	23	0 57	Mrs. M. Cameron	Windermere, O	Stated not to have been received by the person addressed.			No trace owing to want of registration				
317	John Wharton	"	"	23	10 00	Mrs. J. Wharton	Peterboro, O	"	"	"	"	"	"		
318	Gowans, Kent & Co	"	"	23	0 25	Miss A. B. McBride	Port Perry, O	"	"	"	"	"	"		
319	Mrs. J. Robertson	Trenton, O	"	23	2 00	T. Eaton Co	Toronto	"	"	"	"	"	"	1	
320	Miss McCallum	Cumberland, O	"	24	2 50	Hattie B. Dunning	Ottawa	"	"	"	"	"	"		
321	Edwin Martin	Trenton, O	"	24	1 35	Miss May Martin	Camden East	"	"	"	"	"	"		
322	Mrs. John Hatley	Hamilton	"	25	0 50	C. A. James	Appleby, O	"	"	"	"	"	"		
323	Pearl Murphy	Mulmur, O	"	25	2 25	T. Eaton Co	Toronto	"	"	"	"	"	"		
324	P. Champagne	La Conception, Q	"	25	20 00	S. Lamoureux	Montreal	"	"	"	"	"	"		
325	Test Letter	St. Felicien, Q	"	25	4 00	Bonchard & Co	Quebec	"	"	"	This was a test letter and is believed to have been stolen by a letter carrier of the Quebec P.O., who is not now in the service. Contents recovered from the letter carrier in question.			3	
326	M. Ethyl Prescott	Baie Verte, N.B	"	25	1 05	The Robt. Simpson Co	Toronto	"	"	"	No trace owing to want of registration				
327	F. E. Farncomb	Sharon, O	"	25	5 00	Rev. Canon Farncomb	Newcastle, O	"	"	"	"	"	"		
328	M. F. Goodwin	Stratford	"	25	15 00	J. J. Goodwin	Montreal	"	"	"	"	"	"		
329	F. O. Drouin	St. Roch de Quebec	"	26	5 00	Arthur Royer	Notre Dame des Anges	"	"	"	"	"	"		
930	Miss M. Campbell	Grand Metis, Q	"	27	11 00	Layton Bros	Montreal	"	"	"	"	"	"		
931	Joseph Ledoux	Beloeil Village, Q	"	28	38 50	Cartier, Archambault & Messire	St. Antoine, Q	"	"	"	"	"	"	1	
332	F. T. Hudson	Whonnock, B.C	"	28	5 00	C. E. Beckett	Port Haney, B.C	"	"	"	"	"	"		
333	The Robt. Simpson Co	Toronto	"	30	0 75	Miss A. McCannel	Burgoyne, O	"	"	"	"	"	"		
334	James Alexander	Ailsa Craig, O	"	30	25 00	Jas. Wright & Co	London	"	"	"	"	"	"		
335	Philias Tongny	Valleyfield, Q	"	30	4 00	The Singer Mfg. Co	Montreal	"	"	"	"	"	"		
336	E. Chipchase	Montreal, Q	"	30	2 00	Miss Kate Bolt	Ottawa	"	"	"	"	"	"		
337	Dlle. V. Chevrier	Caledonia Springs	"	30	3 00	Cie Chimique Fr. Américaine	Montreal	"	"	"	"	"	"		

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.						
338	Miss Emma Bell..	Toronto	Sept. ..	10 26	Thompson Kirby..	Winnipeg. ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
339	John Reay.....	S.S. Yosemite, Victoria, B.C.	" 30	0 50	Mrs. Murdock.. .	Vancouver. . .	" " ..	" " " ..	
340	Wm. L. Ramsay..	Toronto	Oct. 1	1 00	*Weekly Witness*...	Montreal.....	" " ..	" " " ..	
341	Effie McTaggart..	Pilot Mound... .	" 1	5 00	Miss May McTaggart	Toronto	" " ..	" " " ..	
342	C. C. Carlyle.....	Molus River, N.B.	" 1	2 00	Mrs. P. Campbell.	Blackville, N.B.	" " ..	" " " ..	
343	Mrs. J. B. Robillard	Vaudreuil Station.	" 2	3 00	Miss E. Crowley..	Montreal	" " .	" " " ..	
344	Louis Martin.. ...	Quebec.....	" 2	2 00	Andre Lamer. ...	"	" "	" " " ..	
345	S. Bemanakmang.	Little Current ..	" 3	2 00	Mrs. Bemanakinang	Wikwemikong, O	" " .	" " " .	1
346	Dr. Jos. G. Pageau	St. Sylvester East.	" 3	1 61	J. E. Livernois....	Quebec..	" " ..	" " " ..	
347	F. A. Coffiel .	Hantsport, N.S..	" 3	32 60	Commercial Bank of Windsor.....	Windsor, N.S. .	" " .	" " " .	
348	Miss Isabel Steacy	Toronto.	" 1	0 72	Miss Steacy.	Montreal.. .	" " .	" " " .	
349	G. Boheimier.....	Montreal ...	" 4	1 05	Mme. V. Pruneau.	"	" " ..	" " " ..	
350	Mrs. W. Chipman.	Ottawa..	" 5	5 00	W. Chipman.. ..	Montreal.	" " ..	" " " ..	
351	Emile Fraser.....	Notre Dame de Isle Verte. ...	" 5	3 00	Rev. L. Gareau...	Mile End.	" " ..	" " " ..	
352	Srs. Presentation.	St. Hughes, Q....	" 5	4 00	Mme. C. Poiton..	Montreal. ..	" " ..	" " " ..	
353	C. M. Tessier.....	St. Wenceslas.....	" 5	0 50	T. Eaton Co ...	Toronto	" " ..	" " " ..	
354	Mrs. John Hubbard	Glen Huron.....	" 6	0 65	T. Eaton Co	Toronto	Only 5 cents stated to have been received.	No evidence to account for the alleged discrepancy.	7
355	Henry Watson....	Dartmouth N. S .	" 6	6 00	Frost & Wood .	Truro, N.S.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
356	A. J. Kent ..	Bewdley, O. ...	" 6	18 00	Trader's Bank....	Port Hope, O...	" " ..	" " " ..	
357	Mrs. Frank Powers	Lunenburg, N.S...	" 7	5 00	Mrs. Lydia Black.	Amherst, N.S .	" "	" " "	

358	Miss Gilbert	Toronto	"	7	2 00	Mrs. J. G. Gilbert	Hamilton	"	"	"	"	"	"		
359	Minnie McTaggart	Mount Forest, O.	"	7	2 00	Miss May McTaggart	Toronto	"	"	"	"	"	"		
360	Miss J. O'Neil	Frelighsburg, Q.	"	7	0 25	John O'Neil	Montreal	"	"	"	"	"	"		
361	D. McLean	On train at Douglas Station, M.	"	8	17 65	Dr. D. L. Moore	Brandon	"	"	"	"	"	"		
362	E. T. Gauthier	Vill. Richelieu	"	8	8 00	Mme E. T. Gauthier	Montreal	"	"	"	"	"	"		
363	J. J. Boyer	Quebec	"	8	1 00	Geo. J. Boyer	Montreal	"	"	"	"	"	"		
364	G. B. Wolhaupter	St. John, N.B.	"	8	8 00	Mrs. G. B. Wolhaupter	Woodstock, N.B.	"	"	"	"	"	"		
365	Geo. Garnett	Ketch Harbour, N.S.	"	8	10 00	Bank of Montreal	Halifax	"	"	"	"	"	"		
366	Mrs. D. McKenzie	Arrow River, M.	"	9	2 15	T. Eaton Co	Toronto	"	"	"	"	"	"		
367	E. Cyr	Canute, Q	"	9	6 00	Maria Gervais	Montreal	"	"	"	"	"	"		
368	Mrs. Fishwick	Halifax	"	9	5 00	Harry Fishwick	Waterville	"	"	"	"	"	"		
369	Sara Peresian	Riceville	"	9	0 50	Robt. Simpson Co.	Toronto	"	"	"	"	"	"	1	
370	Mme H. St. Amour	St. Henri de Montréal	"	10	1 00	Elie Ladonde	St. Zotique	"	"	"	"	"	"		
371	P. Jobin	Rivière du Loup	"	10	2 00	Mme P. Jobin	Montreal	"	"	"	"	"	"		
372	Mrs. Geo. Cudlip	St. John, N.B.	"	10	5 00	Miss E. M. Cudlip	"	"	"	"	"	"	"		
373	Mrs. J. Bride	Carp, O	"	10	0 30	Geo. R. Blyth & Sons	Ottawa	"	"	"	"	"	"		
374	Miss E. E. Leake	Boxall, O.	"	11	3 05	T. Eaton Co	Toronto	"	"	"	"	"	"		
375	Mrs. T. M. Dawkins	Toronto	"	11	5 00	John Dawkins	Belleville, O	"	"	"	"	"	"		
376	Thos. Parker	Brockville, O.	"	11	5 00	Mrs. Parker	Montreal	"	"	"	"	"	"		
377	Miss B. Holland	Duncan's Cove	"	11	1 00	Miss B. Flemming	Halifax	"	"	"	"	"	"		
378	H. S. Swallow	Montreal	"	12	5 00	H. Swallow	Winnipeg	"	"	"	"	"			
379	R. Hooper	Compton, O	"	12	130 00	La Banque Nationale	Sherbrooke, Q.	"	"	"	"	"			
380	A. Beauchamp	Ottawa	"	12	3 00	La Canard	Montreal	"	"	"	"	"	"		
381	R. McAuliffe	Arthabaska Station, Q.	"	13	25 00	Miss Minnie McAuliffe	Peterboro.	"	"	"	"	"	"		
382	Mme Sicotte	St. Hyacinthe	"	13	5 00	Mme Hamilton	Montreal	"	"	"	"	"	"		
383	Mrs. J. Kumford	Windsor, N.S.	"	13	3 00	Mrs. B. Cox	Halifax	"	"	"	"	"	"		
384	Miss J. O'Neil	Frelighsburg, Q.	"	14	1 00	John O'Neil	Montreal	"	"	"	"	"	"		
385	Wm. Tremblay	Rivière du Moulin	"	14	5 00	E. Belanger et Cie.	Quebec	"	"	This letter was posted for registration and is believed to have been forwarded as an ordinary letter. P. M. Rivière du Moulin made good the contents.				3	
386	Chas. A. Oxner	Lunenburg, N.S.	"	14	2 05	Jones Bros. & Co.	Toronto	"	"	No trace owing to want of registration.					
387	F. A. Dixon	Wolfville, N.S.	"	14	5 00	J. J. Anslow	Windsor	"	"	"	"	"	"		
388	K. Mackeen	Kentville, N.S.	"	15	3 67	G. A. McDonald	Halifax	"	"	"	"	"	"		
389	Mr. Ryder	Sydney, C.B.	"	15	5 00	Miss Helen Ryder	"	"	"	"	"	"	"		
390	Mrs. C. Holland	Kentville, N.S.	"	16	1 00	Miss Ellen Holland	"	"	"	"	"	"	"		
391	A. Nault	Paré, Q.	"	17	1 00	J. E. Nault	Montreal	"	"	"	"	"	"	1	
392	Maggie Sweet	Windsor	"	17	4 00	Thos. Sweet	Halifax	"	"	"	"	"	"		
393	Mrs. Hayter	Halifax	"	18	1 00	Miss Stairs	"	"	"	"	"	"	"		
394	A. Tetreault	Farnham, Q	"	19	3 00	F. B. Aflnutt	Montreal	"	"	"	"	"	"		
395	W. H. Milbury	Wine Harbour, N.S.	"	20	3 25	I. H. Carroll	Halifax	"	"	"	"	"	"		
396	A. Tremblay	Morizeau, Q.	"	20	2 00	Ernest Tremblay	Montreal	"	"	"	"	"	"		

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
397	H. Berry	Yarmouth	Oct. 20	15 00	A. A. Welsh	Westmount	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
398	Mrs. G. T. Smith	Halifax	" 21	3 12	Mrs. W. W. Shaw	Windsor, N.S.	"	"	
399	H. B. Tucker	Prince Albert	" 21	5 00	R. D. Tucker	Regina	"	"	
400	D. Geddes	Etang du Nord	" 22	5 00	Miss Lizzie Geddes	Halifax	"	"	
401	Alice Geddes	Grindstone Island	" 22	3 23	Miss Lizzie Geddes	"	"	"	
402	S. H. L. Newcombe	Postal Car, Windsor, N.S.	" 22	5 00	Mrs. R. B. Megeney	"	"	"	
403	Mrs. Roe	London	" 22	1 00	Miss Faulkner	Walkerville	"	"	
404	Miss C. Ross	Montreal	" 22	3 00	Geo. Ross	Dunvegan, O.	"	"	
405	Mrs. J. B. Allard	Mascouche, Q.	" 22	7 00	Mrs. D. Cheroux	St. Henri de Montreal	"	"	1
406	John Leslie	St. John	" 22	5 00	Mrs. John Leslie	Newcastle, N.B.	"	"	
407	Mrs. W. W. Shaw	Windsor, N.S.	" 23	1 00	Mrs. Geo. T. Smith	Halifax	"	"	
408	Frank Smith	Windsor, N.S.	" 23	5 00	Chas. Gibson	"	"	"	
409	Rev. A. M. H. Vaillancourt	Plessisville, Q.	" 23	4 09	M. l'Abbé Collet	Quebec	"	"	
410	Mrs. Henry Ritchie	New Glasgow, N.S.	" 24	3 00	Miss Cornelius	Halifax	"	"	
411	Wm. A. G. Hill	Sydney, N.S.	" 24	5 00	Mrs. W. A. G. Hill	"	"	"	
412	John Kirker	West River Sheet Harbour	" 24	20 00	J. Warren Kirker	"	"	"	
413	Rev. G. P. Coté	Ste Croix, Q.	" 24	4 00	M. l'Abbé Collet	Quebec	"	"	
414	Mrs. T. W. Graham	Shuswap	" 24	1 50	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
415	C. Meary	Iroquois, O.	" 25	20 00	Mrs. C. Meary	St. Henri de Montreal.	"	"	
416	A. Coderre & fils	St. Ours, Q.	" 25	8 50	Verret, Stewart & Co.	Montreal	"	"	
417	Malcolm Campbell	Oil Springs, O	" 25	1 50	Dr Alex. McTaggart.	Toronto	"	"	

418	N. Abin, fils	Sherbrooke	"	27	2 00	B. Abin	Montreal	"	"	"	"	"	1
419	Mme. C. Barbeau	Quebec	"	27	6 00	F. Patry	"	"	"	"	"	"	
420	Ethel Richardson	Millbrook, O	"	27	2 00	Jean E. V. Hillier	Newmarket, O	"	"	"	"	"	
421	Mrs. M. H. Glasier	St. John, N.B	"	28	1 50	James Glasier	Bathurst, N.B	"	"	"	"	"	
422	W. J. Weames	London, O	"	29	3 00	Mrs. W. J. Weames	Montreal	"	"	"	"	"	
423	C. M. Beaudet	Ste. Emile de Lotbinière	"	29	25 00	D. E. Drolet	Quebec	"	"	"	"	"	
424	A. LeMire	Wotton, Q	"	29	5 00	Jean Armieux	Toronto	Stated to have been received without contents.			Contents abstracted by an assistant in the Wotton Post Office. Money made good.		5
425	Miss E. A. Piers	Halifax	"	29	1 50	Mrs. C. Hosterman	Halifax	Stated not to have been received by the person addressed.			No trace owing to want of registration.		
426	Mr. Fenton	Toronto	"	30	3 00	Mrs. John Campbell.	Hamilton	"	"	"	"	"	
427	Percy Ingles	Mahone Bay, N.S.	"	30	5 00	Mrs. Quinlan	Halifax	"	"	"	"	"	
428	Mary Howse	Halifax	"	30	3 00	Mr. Jos. Howse	"	"	"	"	"	"	
429	Mrs. L. B. Hicks	London	"	30	7 00	Lou Hicks	Petrolea, O	"	"	"	"	"	
430	G. F. Devlin	Mohawk, O	"	31	2 00	Cecil G. Devlin	Montreal	"	"	"	"	"	
431	Mrs. E. C. Brown	Montreal	"	31	12 00	H. S. Birkett	"	"	"	"	"	"	
432	James Vernon	Collingwood	"	31	3 00	Wm. Gurd & Co.	London	"	"	"	"	"	
433	Rev. R. A. Pouliot	St. Agapit, Q	"	31	4 00	M. l'Abbé Collet	Quebec	"	"	"	"	"	
434	Mrs. R. Carter	Waverley	"	31	3 00	Miss Connelly	Halifax	"	"	"	"	"	
435	G. J. Sanderson	Toronto	Nov.	1	1 00	Thos. Sanderson & Co.	Bayfield, O	"	"	"	"	"	
436	Mme. A. Tardiff	Adstoek, Q	"	1	2 50	Cie. Chimique Franco-Am.	Montreal	"	"	"	"	"	3
437	Miss M. B. Townsend.	Halifax	"	1	1 50	Mrs. P. W. St. George.	"	"	"	"	"	"	
438	J. J. Hennesy	North Sydney	"	2	1 00	Miss May Hennesy	Halifax	"	"	"	"	"	
439	Chs. Latulippe	S. Bazile station, Q	"	2	6 10	H. Blonin	Quebec	"	"	"	"	"	
440	A. Lachaine	Labelle	"	3	2 00	Delle. V. Lachaine	Montreal	"	"	"	"	"	
441	Mrs. Hannaford	Montreal	"	3	2 00	Mrs. E. J. Pence	Kingston	"	"	"	"	"	
442	W. F. Cockshutt & Co.	Brantford, O	"	4	3 62	A. F. McLaren	Toronto	"	"	"	"	"	
443	Mrs. W. J. McKinley.	Perth, O	"	4	2 00	Mrs. F. E. Currah.	Windsor, O	"	"	"	"	"	
444	Miss Woolf	Quebec	"	4	7 00	Jas. A. O'Gilvy & Sons.	Montreal	"	"	"	"	"	
445	Rev. E. P. S. Spencer.	Port Robinson	"	4	3 00	Scribner & Sons	Toronto	"	"	"	"	"	
446	Geo. Smith	Burch, O	"	5	12 81	John A. McGillivray.	"	"	"	"	The Assistant P. M. at Burch duly accepted this letter for registration and being unable to show how he had disposed of it, made good the contents.		3
447	Mrs. G. F. Smith	St. John, N.B	"	5	7 50	Mrs. R. Cameron Grant.	Montreal	"	"	"	No trace owing to want of registration.		
448	Chas. Lauzon	Shawenegan Falls, Q.	"	5	4 00	Apollinaire Germain.	"	"	"	"	"	"	1
449	Lee Fraser	Carp, O	"	5	3 00	E. R. Eastman	South March, O.	"	"	"	"	"	

B. UNREGISTERED LETTERS. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
450	Kate McPherson.	Winnipeg, Ry. Stn.	Nov. 5	3 00	Mrs. J. J. Wilson.	Moose Jaw, Assa	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
451	Louis Duchesne...	St. Henri de Montreal.	" 6	0 20	Horace Tassé.....	Montreal.....	" " ..	" " " ..	
452	Miss C. Manson ..	Ottawa.....	" 7	11 50	Mrs. Frank Manson.	Como, Q.....	" " ..	" " " ..	
453	Miss L. M. Robson	Hepworth	" 8	2 25	Mrs. J. H. Robson	Toronto	" " ..	" " " ..	
454	Miss R. Scott.....	Quebec.....	" 8	1 00	Mrs. Scott. ...	Montreal. . . .	" " ..	" " " ..	
455	Mde. A. Destolie.	Berthier (en haut) Q.	" 8	2 00	Méderic Jetté.....	"	" " ..	" " " ..	1
456	Mrs. F. C. Horsey	Toronto	" 8	2 00	Mrs. Gillison....	Bowmanville, O.	" " ..	" " " ..	
457	T. Crouch	Ottawa.....	" 8	1 00	Mrs. Crouch ..	Toronto	" " ..	" " " ..	
458	W. R. Kee.....	Nelson	" 8	10 00	Trades and Labour Council.	Vancouver.. ...	" " .	" " " ..	
459	W. J. Messeyer...	Valleyfield, Q....	" 9	10 00	A. T. Chapman...	Montreal. ...	" " ..	" " " ..	
460	Miss Dobie.	Toronto, O	" 9	2 00	Miss A. Cockburn.	London.....	" " ..	" " " ..	
461	F. L. Perry.	Winnipeg.	" 10	6 00	Mrs. D. E. Perry..	Violet, O.....	" " ..	" " " ..	
462	A. P. Couture	Parkdale..... ..	" 10	3 00	Jos. Corbeil.....	Montreal.	" " ..	" " " ..	
463	P. E. Cloutier	St. Prosper, Q ..	" 12	12 65	Renaud & Cie. ...	Quebec..... ...	" " .	" " " ..	
464	Miss Kate Mack..	Ry. Mail car at Sanden, B.C.	" 12	1 50	T. Eaton & Co ..	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
465	A. E. Allan.....	Postal car at Victoria.	" 12	2 00	Mrs. A. E. Allen..	Victoria.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
466	C. S. Turner .. .	Postal car at Oak Lake.	" 13	3 00	Mrs. C. Turner ...	Winnipeg.	" " ..	" " " ..	1
467	Mary E. McNicholl	Toronto	" 14	3 00	Mrs. John McNicholl.	Peterboro'.... .	" " ..	" " " .	
468	R. C. Donaldson..	Trail, B.C.	" 14	5 00	Mrs. J. W. Donaldson.	Joyceville	" " ..	" " " ..	

469	Geo. Merriam.	Toronto	"	15	5 00	Mrs. Stinson.	Hamilton.	"	"	"	"	"	
470	Test letter.	Montreal.	"	15	3 00	Rev. J. Pauze	Mile End.	"	"	This was a test letter and was stolen by W. Morrison, an employee of the Montreal post office. The marked bills were found on his person. Morrison was sentenced to three years in the penitentiary.			3
471	J. Burton.	"	"	15	5 00	Mrs. W. Burton	Sherbrooke.	"	"	No trace owing to want of registration.			
472	Miss P. Hamilton	Marmora, Ont	"	15	7 00	P. A. Rhyndress	Selby.	"	"	"	"	"	
473	Jas. E. Law.	Mail car at Darlingford, Man.	"	15	1 00	Hon. Hugh J. Macdonald.	Winnipeg.	"	"	"	"	"	
474	James Freeman	Shawnigan Lake, B C.	"	16	5 00	G. Bagshaw.	Victoria, B.C.	"	"	"	"	"	
475	H. K. S. Hemming	Toronto	"	16	3 80	Mrs. Jos. Ferguson	Meaford, Ont.	"	"	"	"	"	
476	Mrs. D. Lefebvre.	Nominingue, Que.	"	16	2 00	Mde M. Hottin	St. Cunegonde, Que.	"	"	"	"	"	
477	O. Lachaine	Labelle, Que	"	17	1 00	Mlle V. Lachaine.	Montreal.	"	"	"	"	"	
478	P. Goulet.	Ottawa	"	18	5 00	Miss Emily Goulet	"	"	"	"	"	"	
479	Mrs. M. McCallum	Beaver Lake, N.W. T.	"	19	3 50	T. Eaton Co.	Toronto	"	"	"	"	"	
480	Miss G. Hastey	Stagsburn	"	19	2 20	Miss A. Anderson.	Montreal.	"	"	"	"	"	
481	Chas. Leblanc.	Montreal.	"	20	36 00	Mrs. M. A. Sadlier	"	"	"	"	"	"	
482	E. A. Genereux.	"	"	20	5 50	Bishop Engraving Co.	"	"	"	"	"	"	
483	C. E. Weeks.	Woodsville.	"	20	2 00	Miss Nora Weeks.	Toronto	"	"	"	"	"	1
484	Mrs. Cosgrove.	Toronto	"	21	5 00	James Cosgrove.	Montreal.	"	"	"	"	"	
485	F. X. Frechette.	Upton, Que.	"	23	6 00	J. A. Frechette.	"	"	"	"	"	"	
486	T. Eaton Co	Toronto	"	23	0 60	A. T. Snider.	North Lancaster, Ont.	"	"	"	"	"	
487	Miss M. Churchill.	Yarmouth, N.S.	"	23	1 00	Mrs. F. E. Currah.	Windsor, Ont.	"	"	"	"	"	
488	Albert Filion.	Beaupre, Que.	"	25	10 00	H. Blouin	Quebec.	"	"	"	"	"	
489	Wm. J. Lewis.	McAdam Junction, Que.	"	25	2 00	Sun Life Assur. Co.	Montreal.	"	"	"	"	"	
490	Edmund Laliberté.	St. Jean des Chaillons, Que.	"	25	12 00	J. H. Bergin.	Quebec	"	"	"	"	"	
491	T. W. H. Ellicott.	Toronto	"	25	3 00	Miss A. T. Ellicott	Montreal	"	"	"	"	"	
492	B. C. Price.	Beauharnois, Que.	"	25	2 00	Mrs. S. Price	"	"	"	"	"	"	
493	J. E. Jefferies	London.	"	25	3 00	Miss F. E. Jefferies.	Elora.	"	"	"	"	"	
494	A. E. Taylor	St. Thomas, Ont.	"	25	10 00	Mrs. A. E. Taylor.	Harriston, Ont.	"	"	"	"	"	
495	Miss Bertha Sheets	Farran's Point, Ont	"	26	0 25	Herald Pub. Co.	Montreal	"	"	"	"	"	
496	Mrs. Scott Fenton.	Truro, N.S.	"	26	1 00	Mrs. F. E. Currah.	Windsor, Ont.	"	"	"	"	"	
497	W. J. Allan	Port Elgin.	"	25	150 00	Halifax Banking Co.	Sackville, N.B.	Only $140 stated to have been received.		No evidence to account for the alleged discrepancy.			7
498	T. Eaton Co	Toronto	"	27	0 35	Miss V. M. Coone.	Manilla, Ont.	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
499	E. Lacoste	St. Armand Station	"	28	5 00	Mlle A. Belisle.	Montreal	"	"	"	"	"	1
500	M. Galvin	Bolton Centre, Q.	"	29	25 60	H. F. Williams.	Cowansville.	"	"	"	"	"	
501	Miss Edith Smith	Whitby, Ont.	"	30	3 78	Mrs. John Graham	Toronto	"	"	"	"	"	
502	Chas. Leblanc	Montreal.	"	30	36 00	Mrs. M. A. Sadlier.	Montreal	"	"	"	"	"	

APPENDIX H—*Continued.*

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
503	Arthur Borden...	Three Rivers.....	Nov. 30	2 00	Mrs. E. Borden...	Montreal.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
504	Mrs. A. Elliott...	Uxbridge.....	" 30	3 00	Mrs. T. W. Brown.	Audley, Ont...	" " ..	" " " ..	
505	Miss L. Angell.. .	Toronto.....	Dec. 1	10 00	Mrs. J. H. Angell.	Elora, Ont.....	" " ..	" " " ..	
506	Aug. Reeves.....	Ste. Agathe des Monts.	" 1	1 42	Mr. Spicer.. ..	Montreal.. ...	" " ..	" " " ..	
507	James Boyce.....	Brigden	" 1	6 00	Mrs. E. J. Jewell.	Toronto..	" " ..	" " " ..	
508	F. J. Staley	Belleville Station, Ont.	" 2	10 00	Mrs. F. J. Staley..	Kingston... ...	" " ..	" " " ..	
509	Theodose Gosselin.	Ste. Sophie, Que..	" 2	0 25	Cie Chimique Franco-Am.	Montreal.....	" " ..	" " " ..	
510	N. Mosse..... ..	Chevalier, Ont...	" 2	1 25	Cie Médical Franco-Colonial.	"	" " ..	" " " ..	
511	Miss Minnie Campbell.	Listowell, Ont....	" 2	5 00	Mrs. D. D. Campbell.	Hamilton.....	" " ..	" " " ..	
512	Louis Leduc .. .	Lachine Locks, Que.	" 3	2 00	Rev. Père Harnois.	Ottawa.....	" " ..	" " " .	
513	J. H. Barker	Lime Ridge.....	" 3	5 00	Miss M. Barker...	Montreal.....	" " ..	" " " ..	1
514	E. Leclaire..	Montreal.	" 3	3 00	O. Depatie.....	"	" " ..	" " " ..	
515	Miss L. J. Danes..	Montreal..	" 4	5 00	Miss Hamilton....	Montreal.....	" " ..	" " " ..	
516	Richard West.....	Toronto	" 4	5 00	Mrs. Charles West	London.....	" " ..	" " " ..	
517	Geo. Dakin.....	Galt...	" 4	8 00	W. S. Dakin	Toronto	" " ..	" " " ..	
518	Geo. Chambers....	Toronto	" 5	7 00	Henry J. Francis..	Cannington, O..	" " ..	" " " ..	
519	J. L. Dunn. .. .	Quebec.	" 5	25 00	The Bryce Type Co.	Montreal.			
520	Miss N. Matheson.	Upper Woods Harbour, N.S.	" 5	1 00	T. Eaton Co	Toronto	" " ..	" " " ..	
							" " ..	" " " ..	
521	Miss F. Nixon....	Avonmore	" 5	2 38	A. Sweet & Co.. .	Winchester, O..	" " ..	" " " ..	
522	T. Eaton Co.....	Toronto	" 6	0 98	Ethel M. Fraser ..	Paisley, O.....	" " ..	" " " ..	
523	Mrs. R. Baxter ..	Durham, O.. ...	" 6	1 00	Mrs. F. E. Currah.	Windsor, O.....	" " ..	" " " ..	
524	A. Chausse..	De Lorimier	" 7	15 00	Mr. O Neill.	DeLorimier.....	" " ..	" " " ..	
525	M. N. Harfield ...	Montreal.....	" 7	4 00	Layton Bros	Montreal.... ..	" " ..	" " " ..	

526	Maggie Dunn	Thamesville	"	7	2 00	Geo. Dabold	Thorold, O	"	"	"	"	"	"	"	"		
527	Stella McConnell	North Sydney, N.S.	"		1 50	T. Eaton Co	Toronto	"	"	"	"	"	"	"	"		
528	Mrs. Jas. Bell	Cedardale	"	8	2 00	The Robt. Simpson Co.	"	"	"	"	"	"	"	"	"		
529	Mme. D. Proulx	Cedars, Q.	"	8	0 50	Cie Chimique Fr. Am.	Montreal	"	"	"	"	"	"	"	"		
530	P. Jones	Pointe St. Charles.	"	8	9 00	Mrs. P. Jones	Hull	"	"	"	"	"	"	"	"		
531	H. A. Radford	Windsor Mills	"	8	15 00	Mrs. W. Radford	Bordeaux, Q.	"	"	"	"	"	"	"	"		
532	B. H. Millard	Orillia, O.	"	8	2 00	Miss Edna Millard	Toronto	"	"	"	"	"	"	"	"		
533	Rose A. Varennes	Varennes, Q.	"	9	1 75	Mme. J. Lefebvre	Montreal	"	"	"	"	"	"	"	"		
534	D. MacDiarmid	Sherbrooke	"	9	3 00	Mrs. M. MacDiarmid.	"	"	"	"	"	"	"	"	"		
535	David Murray	Victoria	"	10	25 00	Mrs. David Murray.	Hamilton	"	"	"	"	"	"	"	"		
536	L. R. Howard	Port Elgin, N.B.	"	10	2 00	T. Eaton Co	Toronto	"	"	"	"	"	"	"	"		
537	Rémi Pelletier	Ste. Anne des Monts.	"	10	1 00	L. J. Demers	Quebec	"	"	"	"	"	"	"	"		
538	Lelia Coulter	Toronto	"	11	2 00	H. S. Coulter	Woodstock	"	"	"	"	"	"	"	"		
539	Mrs. Johnston	Norman, O.	"	11	1 00	T. Eaton Co	Toronto	"	"	"	"	"	"	"	"		
540	Miss A. Davidson	London.	"	12	4 00	Mrs. Davidson	"	"	"	"	"	"	"	"	"		
541	Mme. Wilhelmy	L'Assomption.	"	12	2 00	Mme. Jos. Gagné	Montreal	"	"	"	"	"	"	"	"		
542	Miss N. Enright	Quebec	"	12	2 00	Mrs. Poston	"	"	"	"	"	"	"	"	"		
543	John Mills	Valleyfield.	"	12	4 00	Miss S. S. Mills	"	"	"	"	"	"	"	"	"		
544	H. Haryett	Fort Stewart, O.	"	12	20 00	S. E. Mitchell	Pembroke, O	"	"	"	"	"	"	"	"		
545	Mrs. W. W. McLeod.	On postal car at Kamloops.	"	12	1 00	T. Eaton Co	Toronto	"	"	"	"	"	"	"	"		
546	Stanislas Levitre	Windsor Mills, Q.	"	13	1 25	Banque Nationale	Sherbrooke	"	"	"	"	"	"	"	"		
547	W. Borlose	Montreal	"	13	9 00	Dr. J. H. Springle	Montreal	"	"	"	"	"	"	"	"		
548	J. Coombes	St. Thomas.	"	13	8 00	Mrs. J. Coombes	Toronto	"	"	"	"	"	"	"	"		
549	E. Berube	St. Henri de Montreal.	"	14	3 00	Mme. V. J. Laflamme.	Lyster, Q.	"	"	"	"	"	"	"	"		
550	Frere Dominique	Nicolet, Q.	"	15	15 00	A. E. Bregent	Montreal	"	"	"	"	"	"	"	"		
551	James Patterson	St. John	"	16	3 75	Clark Taylor	Chapman, N.B.	"	"	"	"	"	"	"	"		
552	Mrs. Geo. Aldridge	Magog Station, Q.	"	16	2 00	Geo. Aldridge	St. Henri de Montréal.	"	"	"	"	"	"	"	"		
553	Mrs. Kennedy	Sutton, Q.	"	16	1 00	Della Kennedy	Montreal	"	"	"	"	"	"	"	"		
554	D. McColl	Toronto	"	16	5 00	J. H. Dobson	Toronto	"	"	"	"	"	"	"	"		
555	Sr. Ste. Clothilde	Deschambault	"	16	5 25	Mrs. Emily Pelletier.	Quebec	"	"	"	"	"	"	"	"		
556	W. R. Baker	Montreal	"	17	10 00	Miss M. Baker	Toronto	"	"	"	"	"	"	"	"		
557	E. Green & Co	Courtright, O.	"	17	20 00	Traders Bank	Sarnia, O.	"	"	"	"	"	"	"	"		
558	Ed. Dawson	Grenville	"	17	18 00	Ernest E. Dawson.	Montreal	"	"	"	"	"	"	"	"		
559	Maggie Taylor	Bronte	"	17	1 10	The Robt. Simpson Co.	Toronto	"	"	"	"	"	"	"	"		
560	W. Whillans	Walkerton	"	17	20 00	C. Rathburn	"	"	"	"	"	"	"	"	"		
561	Miss M. Fletcher	Winnipeg	"	17	5 00	Mrs. R. Fletcher	Arkwright, O.	"	"	"	"	"	"	"	"		
562	H. Hallam	Eustis, Q.	"	17	2 00	H. C. Wilson & Sons	Sherbrooke	"	"	"	"	"	"	"	"		
563	W. Whillans	Walkerton	"	17	35 00	H. W. Fowler	Toronto	"	"	"	"	"	"	"	"		
564	Victor Armstrong	Montreal	"	18	7 00	Wm. Valin	St. Hyacinthe	"	"	"	"	"	"	"	"		
565	Miss Conners	"	"	18	2 00	Miss Hamilton	Montreal	"	"	"	"	"	"	"	"		

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B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
566	John Cherpaw	Uxbridge, O.	Dec. 18	2 00	Miss Gertie Cherpaw.	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
567	T. Eaton Co	Toronto	" 18	0 67	Miss A. Pearson	Waterville, N.S.	" "	" " "	
568	do	"	" 18	0 35	Miss Nina Stanton	Port Hope	" "	" " "	
569	S. Cyr	Little Cascapedia, Que.	" 18	1 00	Rev. Stanislas Brault.	Ottawa	" "	" " "	
570	J. Rosner	Gratton Corners, O.	" 19	7 00	Mrs. R. Rosner	Montreal	" "	" " "	
571	Mrs. A. R. Low	Nanticoke	" 19	2 00	Miss Mencke	Toronto	" "	" " "	
572	Miss M. McKellar	Ottawa	" 19	2 00	Mrs. E. Howe	Montreal	" "	" " "	
573	Joseph Landry	Adelphi, B.C.	" 20	15 00	John D. Swanson	Kamloops, B.C.	" "	" " "	
574	J. R. Stevenson	Sutton West, Q.	" 20	1 02	W. A. Murray & Co	Toronto	" "	" " "	
575	Sisters of Charity	Deschambault	" 20	2 00	H. C. Wilson & Sons	Sherbrooke, Q.	" "	" " "	
576	W. G. M. Shepherd	Montreal	" 21	3 00	Dr. A. F. Hobbs	London, O.	" "	" " "	
577	N. S. Fisher	"	" 21	2 00	Miss M. G. Carter	Montreal	" "	" " "	
578	T. Eaton Co	Toronto	" 21	0 80	Norman Austin	Powassan	" "	" " "	
579	Mme. L. Masse	Sault Ste. Marie, O.	" 22	1 26	Cie Chimique Franco Am.	Montreal	" "	" " "	
580	J. A. St. Pierre	Montreal	" 22	1 00	Mdlle Emelie Belanger.	St. Roch de Quebec.	" "	" " "	
581	Delle Cotie	"	" 22	1 00	M. E. Guilbault	St. Gerard, Q.	" "	" " "	1
582	Mlle. Cotté	Montreal	" 23	1 00	Eug. Guilbeault	St. Girard	" "	" " "	
583	J. V. Russell	St. John, N.B.	" 23	5 00	Mrs. E. S. Harris	St. Mary's Ferry N.B.	" "	" " "	
584	G. S. Lewis	Toronto	" 23	5 00	Mrs. E. Lewis	Hamilton	" "	" " "	
585	Vernon W. Smith.	Kaslo, B.C.	" 24	10 00	Mrs. Vernon W. Smith.	Pownal, P.E.I.	" "	" " "	
586	Vernon W. Smith.	"	" 24	5 00	Miss Luida Smith.	"	" "	" " "	
587	Vernon W. Smith.	"	" 24	5 00	Miss M. M. Smith.	"	" "	" " "	
588	Alf. L. Wright	Magog, Que	" 24	1 00	Miss Fanny Fuller	Montreal	" "	" " "	
589	P. Stevens	Montreal	" 24	6 00	Mrs. S. J. Stevens.	Athens, Ont	" "	" " "	
590	Walter Greer	Winnipeg	" 25	1 00	P. B. Symes	Ottawa	" "	" " "	

591	Hy. Robinson	Port Elgin	"	26	4 00	McDiarmid Dental Depot.	Montreal.....	"	"	..	"	"	"	..
592	R. Ross	Lindsay	"	26	2 00	Mrs. Martha Humphries.	Coboconk	"	"	..	"	"	"	..
593	T. Eaton Co.....	Toronto.....	"	26	0 75	Mrs. Fred. Fortier	Nairn Centre....	"	"	..	"	"	"	..
594	Rev. C. V. Lake..	"	"	26	5 00	Wm. Calder . .	Durham.....	"	"	..	"	"	"	..
595	J. G. McIntosh...	Regina..... ..	"	26	1 00	P. B. Symes .. .	Ottawa.....	"	"	..	"	"	"	..
596	T. G. Stafford ..	St. Roch de Quebec	"	27	.21 25	Mrs. T. G. Stafford	Montreal.....	"	"	..	"	"	"	..
597	A. J. Behan.... .	Quebec..... . .	"	27	5 00	Mrs. Jas. McCreagy.	"	"	"	..	"	"	"	..
598	J. A. Dixon ..	Red Jacket, Assa.	"	27	1 00	*Family Herald and Weekly Star.*	"	"	"	..	This letter was posted for registration, but probably sent forward as an ordinary letter. The postmaster at Red Jacket made good the contents.			3
599	Mme. Abt. Labelle	Sorel, Que.....	"	28	4 00	Edouard Labelle..	"	"	"	..	No trace owing to want of registration.			
600	Walter Chadd....	Oshawa, Ont.....	"	28	2 25	R. J. Porte.....	Picton, Ont. .	"	"	..	"	"	"	..
601	R. W. McIntosh..	Regina.....	"	28	1 00	P. B. Symes	Ottawa.....	"	"	..	"	"	"	..
602	R. H. Reid.. . ..	Truro, N.S.....	"	28	1 00	Miss E. R. Nickerson.	Shag Harbour	"	"	..	"	"	"	..
603	Mrs. M. Gilbert ..	St. John	"	28	2 00	Mrs. W. Ahern...	Chatham, N.B..	"	"	..	"	"	"	..
604	Edwd. Fenton....	Toronto.....	"	30	1 00	Mrs. Lizzie Fenton	Hamilton	"	"	..	"	"	"	..
605	Mrs. J. B. Banville	Montreal..... ..	"	30	1 75	M. Cote..... .	Rimouski. .	"	"	..	"	"	"	..
606	Jno. N. Shefter...	Mildmay, Ont....	"	30	2 00	McLean Pub. Co.	Toronto	"	"	..	"	"	"	..
607	F. Pilode..... .	Rivière du Moulin, Que.	"	31	1 00	*La Presse.*	Montreal.. . .	"	"	..	This letter was posted for registration, but probably sent forward as an ordinary letter. The postmaster made good the contents.			3
608	V. C. Boyd.	Montreal.....	"	31	1 00	John McDonald .	St. Henri de Montreal.	"	"	..	No trace owing to want of registration.			
609	A. Beaudoin	St. Luc, Que.....	"	31	1 80	N. Dragon..... ..	Montreal.. .. .	"	"	.	"	"	"	..
610	Chas. E. Friel	St. Mary's, N.B ..	"	31	2 00	Alf. McDiarmid..	"	"	"	..	"	"	"	..
611	J. A. McTaggart..	Appin.....	"	31	2 00	McLean Pub. Co..	Toronto	"	"	..	"	"	"	..
612	A. O. Sawyer.....	Peterboro'.....	"	31	1 50	A. D. Sawyer. ...	"	"	"	..	"	"	"	..
613	M. E. Bechervaise.	Calgary	"		12 00	T. Eaton Co....	"	"	"	..	"	"	"	..
614	Chas. Angers.....	Murray Bay.....	"	—	0 35	M. D. Forget.....	Montreal.....	"	"	..	"	"	"	..
			1902.											1
615	Mrs. M. Bennett..	Montreal.	Jan.	1	1 00	A. H. Graham....	Montreal..	"	"	..	"	"	"	..
616	Mrs. B. Robertson.	Treherne, Man....	"	2	1 00	*The Presbyterian Record.*	" . ..	"	"	..	"	"	"	..
617	E. M. MacEvilla..	St. Ephrem d'Upton, Que.	"	2	15 00	D. W. Karn Co...	"	"	"	..	"	"	"	..
618	W. J. Lewis.....	McAdam Junction, N.B.	"	2	2 50	Mrs. M. Mackie ..	Westmount, Q .	"	"	..	"	"	"	..
619	C. J. McGowan...	Hamilton, Ont....	"	3	1 00	G. P. Tansey.....	Montreal, Que.	"	"	..	"	"	"	..
620	G. W. Francis....	London, Ont.....	"	3	1 50	*Presbyterian Review.*	Toronto	"	"	..	"	"	"	..
621	Miss Rose Waters.	Hamilton	"	3	9 00	Miss E. Dale.....	"	"	"	..	"	"	"	..

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
622	A. E. Duncan	Montreal	Jan. 4	6 00	The *News* Educational Dep.	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
623	Miss A. M. Hodge	Cornwall.....	" 4	3 00	T. Eaton Co	"	" " ..	" " " ..	
624	J. J. O'Flynn.....	Kinkora	" 4	9 42	Alfred Tyler.....	London	" " ..	" " " ..	
625	Mrs. D. M. Morgan	Learned Plains, Q.	" 6	2 00	T. Eaton Co.....	Toronto	" " ..	" " " ..	
626	Miss L. M. Black.	Campbellford, Ont.	" 7	5 00	Miss Minnie Black	"	" " ..	" " " ..	
627	L. J. Bland. ..	Toronto	" 7	4 00	Winter & Co.....	"	" " ..	" " " ..	
628	Bearce & Clifford Construction Co.	Brompton Falls, Q.	" 8	19 77	A. A. Lindsay....	Johnville, Que..	" " ..	" " " ..	
629	James Day..	Montreal	" 9	3 00	Mrs. W. Sewell...	Truro, N.S.. ...	" " ..	" " " ..	
630	Miss N. Thompson	Vancouver.....	" 9	2 00	S. M. Jarvis	Toronto, Ont....	" " ..	" " " ..	
631	Mrs. J. C. McAllum	Port Elgin, Ont...	" 9	2 00	Mrs. Brunton.....	"	" " ..	" " " ..	
632	Mrs. Laura M. Lamontagne.	Ste. Flavie Station	" 9	0 45	T. Eaton Co.....	"	" " ..	" " " ..	
633	Dr. H. Spencer...	Sherbrooke, Que.	" 10	10 00	Mrs. H. Spencer..	Montreal.. ...	" " ..	" " " ..	
634	A. M. Thurston..	Sydney, N.S.. ..	" 10	5 00	Mrs. J. T. Archibald.	"	" " ..	" " " ..	1
635	Miss Maud M. Barrow.	St. John Suburb, Que.	" 10	1 00	E. Frost..... ..	" . . .	" " ..	" " " ..	
636	Miss Lucy McCaw	Queensboro' .. .	" 10	5 00	Dr. Lake.....	Kingston	" " ..	" " " ..	
637	Keith, Fitzsimmons Co.	Toronto	" 10	10 00	Mrs. D. S. Keith..	Trenton, Ont...	" " ..	" " " ..	
638	W. M. Elias.....	Winkler, M.	" 11	15 00	Robt. Simpson Co	Toronto	" " ..	" " " ..	
639	Mrs. A. Mitchell..	Ninga, M	" 11	1 25	T. Eaton Co.....	"	" " ..	" " " ..	
640	T. F. Simpson . .	Ottawa...	" 12	5 00	Mrs. D. Simpson..	Galt, O.....	" " ..	" " " ..	
641	Nova Longhern...	Grenville, Q ...	" 13	19 00	The G. A. Holland Co.	Montreal	" " ..	" " " ..	
642	Geo. F. Zwicker ..	Mahone Bay, Q...	" 13	7 00	Jos. Burford ..	Halifax	" " ..	" " " ..	
643	Miss Minnie Huston.	Peterboro', O.....	" 13	1 00	Geo. Stenton	Lindsay, O.....	" " ..	" " " ..	

644	Fred. Fleury	Trenton, O.	"	13	5 00	Miss Rosa Nocks	Toronto	"	"	"	"	"	
645	Mrs. S. R. Bews	Milton West, O	"	13	3 05	W. A. Murray & Co	"	"	"	"	"	"	
646	H. E. Stoddart	Bradford, O	"	13	25 00	J. A Ferguson	"	"	"	"	"	"	
647	Wm. Hartler	Ketch Harbour, N.S.	"	14	0 30	Miss Wm. Hartler	Halifax	"	"	"	"	"	
648	Mrs. R. Sivers	Richmond Hill	"	15	15 00	W. B. Hamilton Shoe Co.	Toronto	"	"	"	"	"	
649	Mrs. Harbour	Ottawa	"	15	1 00	Miss Harbour	Montreal	"	"	"	"	"	
650	M. Magee	Postal Car, St. Mary's, M.	"	15	15 00	R. Magee	Kingston	"	"	"	"	"	
651	R. J. Mahoney	Toronto	"	16	5 00	Mrs. T. Mahoney	Peterboro', O.	"	"	"	"	"	
652	G. Craig	Emerald, P.E.I.	"	17	25 00	J. T. Bladgen	Summerside, P. E.I.	"	"	"	"	"	
653	Mrs. J. Bunt	Toronto Junction	"	18	2 00	Mrs. Jas. Laird	Kingston	"	"	"	"	"	
654	Mrs. J. Cleary	Pointe Bleue, Q.	"	19	1 00	Bureau des O. Eucharistiques.	Montreal	"	"	"	"	"	
55	A. Brown	Claremont, O.	"	19	2 00	*Family Herald and Weekly Star.*	"	"	"	"	"	"	
656	S. McCleneghan	Ottawa	"	19	5 00	Mrs. S. McCleneghan.	"	"	"	"	"	"	
657	T. F. Simpson	"	"	19	5 00	Mrs. D. Simpson	Galt, O	"	"	"	"	"	1
658	J. J. McIntosh	Regina (Mail Car).	"	20	1 00	P. B. Symes	Ottawa	"	"	"	"	"	
659	Lilias E. V. Andrew.	Mather, M	"	20	2 00	T. Eaton Co.	Toronto	"	"	"	"	"	
660	Mrs. F. Tremblay	Biennville	"	20	2 00	Geo. A. Racine	Ottawa	"	"	"	"	"	
661	W. Z. Bessette	Village Richelieu, Q.	"	21	5 00	Raoul Bessette	St. Henri de Montréal.	"	"	"	"	"	
662	Dr. J. Poirier	East Angus, Q	"	21	6 00	J. E. Livernois	Quebec	"	"	"	"	"	
663	J. G. Filiatrault	St. Veronique, Q.	"	22	1 00	*La Presse*	Montreal	"	"	"	"	"	
664	Francis Dunn	Barrie, O.	"	22	14 00	Mrs. E. Bemrose	Toronto	"	"	"	"	"	
665	J. P. Cox & Co	Halifax	"	23	16 50	Alex Campbell	Strathlorne, N.S.	"	"	"	"	"	
666	Mrs. E. S. Prideau	Black Lake, Q.	"	23	6 00	Johnstone & Pennoyer.	Sherbrooke	"	"	"	"	"	
667	James Patterson	St. John, N.B.	"	23	5 00	W. H. Grant	Chapman, N.B	"	"	"	"	"	
668	F. J. Lockwell	Kingston	"	23	5 00	Mrs. A. Stephens	Westmount	"	"	"	"	"	
669	Arthur Cotton	St. Johns, Q.	"	23	5 00	Sgt. F. F. Haslewood.	Montreal	"	"	"	"	"	
670	E. A. Whitehead	Montreal	"	23	3 00	Dr. Birkett	"	"	"	"	"	"	
671	Geo. W. Rothwell	McAdam Junction, N.B.	"	23	5 00	John Conry	"	"	"	"	"	"	
672	W. J. Lewis	"	"	23	2 00	Mrs. M. Mackie	Westmount, Q.	"	"	"	"	"	
673	W. B. Willoughby	Moosejaw	"	24	2 00	Dept. of Interior.	Ottawa	"	"	"	"	"	
674	Mrs. J. Evans	Olds, Alta	"	24	4 00	T. Eaton Co.	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
675	Jas. Johnson	Russell, M	"	24	10 00	W. G. Hetherington.	Souris, M.	Stated not to have been received by the person addressed.		This letter was posted for registration but sent forward as an ordinary letter, P. M. Russell made good the contents.			3
676	W. Kinnon	Montreal	"	25	5 00	Mr. May	Montreal	"	"	No trace owing to want of registration.			1

B. UNREGISTERED LETTERS. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
677	Mrs. J. G. Treleaven.	Mail Car at Killarney, M.	Jan. 25	3 00	T. Eaton Co.	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
678	Dexter Pyke	Toronto	" 26	3 00	Mrs. D. Pyke	Wolfe Island, O.	" "	" " "	
679	Sœurs Ste. Croix	St. Laurent	" 27	5 00	Rev. Père Lejeune	Ottawa	" "	" " "	1
680	Geo. Simpkin	Montreal	" 27	2 00	Montreal Credit Co	Montreal	" "	" " "	
681	Mrs. E. Harrison	"	" 27	4 00	Mrs. W. W. Harrison.	Hamilton	" "	" " "	
682	W. J. Dalbel	Ottawa	" 27	2 00	A. W. Dalbel	Westmount, Q.	" "	" " "	
683	N. Greene	Castalia, N.B.	" 27	10 00	C. T. Gillespie	St. John, N.B.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
684	Mrs. Eloi Mailloux	Ste. Croix, Q.	" 27	5 00	Mde. U. Philias Boisvert.	Quebec	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
685	R. Halley Stewart	Toronto	" 27	2 00	C. R. Mortimer Pub. Co.	Toronto	" "	" " "	
686	Isaac D. Doell	Mail car at Winkler, M.	" 27	1 85	T. Eaton Co.	"	" "	" " "	
687	Mrs. M. Trance	Gays River, N.S.	" 28	1 15	Stanley H. Trance.	Montreal	" "	" " "	
688	Mrs. Christie	Edmonton, Alta.	" 28	20 00	Ryrie Bros.	Toronto	" "	" " "	
689	J. A. Paquet	Quebec	" 29	3 70	O. G. Beckett	Montreal	" "	" " "	
690	A. G. McLean & Co.	Montreal	" 29	2 00	Dr. Evans	"	" "	" " "	
691	Mrs. Thos. Wilson.	Extension, B.C.	" 29	2 30	T. Eaton Co	Toronto	" "	" " "	
692	T. Eaton Co.	Toronto	" 30	0 45	J. A. Merkley	Rat Portage, Ont.	" "	" " "	
693	Mlle. Thomas	Boucherville, Que.	" 31	0 25	Mme. D. Dechene.	Montreal	" "	" " "	1
694	Mlle. J. Pepin	St. David d'Yamaska.	" 31	0 60	J. G. Yon	"	" "	" " "	
695	Jno. Taylor	Cartwright, M.	" 31	8 00	W. C. Tait	Killarney, M.	" "	" " "	
696	Miss M. Dalzell	St. John, N.B.	" 31	3 50	Andrew Smith	Smithtown, N.B.	" "	" " "	

697	Mrs. J. E. Brown	Arkona	"		7 21	T. Eaton Co	Toronto	"	"	"	"	"	"	
698	C. Killer	Winnipeg	"	31	3 68	A. Steele	Winnipeg.	"	"	"	"	"	"	
699	Frank Rickey	Kingston	Feb.	—	3 00	Mrs. H. Riekey	Mill Haven, Ont.	"	"	"	"	"	"	
700	Frank Rickey	"	"	—	3 00	Mrs. N. Rickey	"	"	"	"	"	"	"	
701	Frank Rickey	"	"	—	5 00	Mrs. N. Rickey	"	"	"	"	"	"	"	
702	Missall Kerr	Winnipeg Ry. Stn.	"	2	5 00	Mrs. J. B. Monticth.	Killarney, M.	"	"	"	"	"	"	
703	J. B. Ploude	St. Adelaide de Pabos, Que.	"	2	1 25	Brunet & Co	Quebec	"	"	"	"	"	"	
704	L. A. St. Louis	Montreal	"	3	1 00	Mde. J. S. Rivet	L'Assomption	"	"	"	"	"	"	
705	Mrs. Alex. Stibbard	Indian Head	"	3	1 00	T. Eaton Co	Toronto	"	"	"	"	"	"	
706	W. J. Guillot	Notre Dame de Lévis.	"	3	8 00	Mrs. C. Robitaille	Quebec	"	"	"	"	"	"	
707	Mrs. R. Parker, jr.	Waba, Ont.	"	4	10 00	Wm. Parker	Belleville, Ont.	"	"	"	"	"	"	
708	Wm. Tiskin	Howick	"	5	1 30	John Dougall & Son.	Montreal	"	"	"	"	"	"	
709	J. N. Langstreet	Urquhart, Alta	"	5	2 02	T. Eaton Co	Toronto	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.				7
710	Miss S. M. Bulmer	Shawville, Que.	"	6	5 00	Mrs. T. Falhwest	Bordeaux, Que.	Stated not to have been received by the person addressed.		No trace owing to want of registration.				
711	Arthur Sillis	Cowansville	"	6	2 00	W. Turner	Montreal	"	"	"	"	"	"	
712	Peter Deshave	Owen Sound	"	6	2 00	Mrs. John Deshave	Foxboro	"	"	"	"	"	"	
713	Sarah Haney	St. Catharines	"	6	5 00	Kate Haney	Toronto	"	"	"	"	"	"	
714	N. S. Buchanan	St. John Sub., Que.	"	7	3 00	Mlle. E. Racette	Montreal	"	"	"	"	"	"	1
715	Miss N. Martin	Swinton Park, O.	"	7	5 00	M. E. Cheslett	Toronto	"	"	"	"	"	"	
716	Mme. R. Bourleau	Victoriaville, Que.	"	7	5 09	Lindsay & Nordheimer.	Montreal	"	"	"	"	"	"	
717	Mrs. Nap. Chartrand.	Ottawa	"	7	3 00	Mlle. C. Gourgeau	"	"	"	"	"	"	"	
718	Mrs. Geo. Allison	Burnbank, M.	"	7	2 15	Robt. Simpson Co.	Toronto	Only 15 cents stated to have been received.		No evidence to account for the alleged discrepancy.				
719	Jas. E. Young	Tenby Bay	"	8	10 00	E. H. Wilson	Markham, Ont.	Stated to have been received without contents.		"	"	"	"	7
720	T. Eaton Co	Torouto	"	8	0 78	Mrs. N. Lovell	Guelph, Ont.	Stated not to have been received by the person addressed.		No trace owing to want of registration.				
721	Miss S. Latimer	Crystal City	"	—	1 00	Standard Fashion Co.	Toronto	"	"	"	"	"	"	
722	I. B. Delude, fils.	Weedon	"	8	10 00	W. Brunet & Co.	Quebec	"	"	"	"	"	"	
723	Chas. M. Clare	Bogart, Ont	"	8	2 00	John Dougall & Son.	Montreal	"	"	"	"	"	"	1
724	Edmund Valin	Rt. Roch de Quebec	"	10	8 00	Gilbert Laehance	Longue Pointe, Q	"	"	"	"	"	"	
725	Alex. Wilson	Galt	"	10	6 90	Mrs. Alex. Wilson	Toronto	"	"	"	"	"	"	
726	Mrs. O. A. Horning	Milton	"	10	5 00	T. Eaton Co	"	"	"	"	"	"	"	
727	M. P. Clemens	Drayton	"	10	1 00	Harry K. Clemens	Pickering	"	"	"	"	"	"	
728	J. D. Crane	Toronto	"	11	1 00	R. J. Niddrie, M.D.	Creemore	"	"	"	"	"	"	

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts					
729	T. Eaton Co	Toronto	Feb. 11	0 65	Mrs. A. Neal	Seeley's Bay	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
730	A. Brown	Charlemont, Ont.	" 11	2 00	*Family Herald*	Montreal	" "	" " "	
731	Mrs. Hugh Witt	Ninga, M.	" 12	1 25	T. Eaton Co	Toronto	" "	" " "	1
732	Jas. Brown	Montreal	" 12	3 00	Dr. Laura Muller	Montreal	" "	" " "	
733	Malcolm Mitchell	Sherbrooke	" 13	1 50	A. Joyce	"	" "	" " "	
734	W. M. Keys	Georgeville, Que.	" 14	15 81	C. H. Fletcher	Sherbrooke	" "	" " "	
735	G. Gregoire	St. Cunegonde	" 14	1 01	Mme. Valiquette	Park Mile End, Q.	" "	" " "	
736	Mrs. J. M. Palmer	Rockford, B.C.	" 14	5 00	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
737	Geo. Gorden	Tottenham	" 14	1 13	John Sloan & Co.	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
738	Mrs. L. Burke	Allandale, Ont.	" 14	3 00	Mrs. Bacon	Kingston	" "	" " "	
739	Miss E. Kipp	Sicamouse Junction, B.C.	" 15	2 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
740	Postmistress	RossCorners, P.E.I.	" 15	5 00	Miss Lottie Ross	Halifax	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
741	D. Wood	Harrowsmith	" 15	1 00	*Daily News*	Kingston	" "	" " "	
742	Mrs. F. O'Meara	West Selkirk, M.	" 17	0 90	T. Eaton Co	Toronto	" "	" " "	
743	E. M. Overend	Orillia, O.	" 17	3 40	*Canadian Messenger.*	Montreal	" "	" " "	1
744	B. M. A. Turgeon	Montreal	" 17	15 00	P. P. Belaire	Ste. Rose	" "	" " "	
745	Mme. Bonnville	"	" 17	6 00	Paul Vermette	Montreal	" "	" " "	
746	Mrs. S. M. Buckley	St. Henri de Montreal.	" 17	35 00	Layton Bros	"	" "	" " "	
747	A. Michaud	St. Fabien, Q.	" 17	15 00	Lavigneau & Hutchison.	Quebec	" "	" " "	

748	R. Drayton	Gore's Landing, O.	"	18	1 20	G. A. Holland Co.	Montreal	"	"	"	"	"		
749	Sophie McBride	Galt	"	18	1 00	Mrs. David Rowe	Toronto	"	"	"	"	"		
750	Geo. Koenig	Shawinigan Lake	"	19	6 85	J. Fullerton	Victoria	"	"	"	"	"	1	
751	R. W. Brooks	Barnet, B.C.	"	19	3 00	Arcade Optical Co.	Vancouver	"	"	"	"	"		
752	Joseph Tyo	Tyotown	"	20	1 30	H. B. Moore	Montreal	"	"	"	"	"		
753	Miss N. Donohue	St. John West, N.B.	"	20	2 00	Thos. J. Donohue	St. Andrews, N.B.	"	"	"	"	"		
754	Mrs. Horner	Stratford	"	20	1 00	Mr. Walsh	Stratford	"	"	"	"	"		
755	E. Township Bank	Sherbrooke, Q	"	21	50 00	J. H. Cattermole	Bennett, Q	"	"	"	"	"		
756	Miss Derouin	St. John Suburb, Q	"	21	10 00	A. Nicoll	St. Simon, Q	"	"	"	"	"		
757	Ste. Anne Sisters	Rawdon, Q	"	22	55 00	Rev. Mother M. Pacifique.	Lachine, Q	"	"	"	"	"		
758	Owen Demers	St. Martine, Q	"	22	3 25	Geo. G. Phelps	Montreal	"	"	"	"	"		
759	Naz. Jobin	Montreal	"	22	3 00	Thos. Moudoc	St. Sauveur de Quebec.	"	"	"	"	"		
760	E. Percival	Victoria	"	22	20 00	Mrs. A. G. Percival	Brandon, M	"	"	"	"	"		
761	J. Friday	Montreal River	"	22	1 00	*Family Herald and Weekly Star.*	Montreal	"	"	These letters were stolen from the mail of the 22nd February from Montreal River for Mattawa. Loss made good by the contractor.			8	
762	P. McKinley	" "	"	22	1 00	" "	"	"	"	"	"	"		
763	W. R. Finley	Ottawa	"	23	18 00	Mrs. Wm. Finley	"	"	"	No trace owing to want of registration.				
764	Arthur Sauvé	Ste. Anne de Bellevue.	"	24	8 00	Camille Gravel	"	"	"	"	"	"		
765	R. A. Beckett	Montreal	"	24	5 00	Dr. R. Campbell	"	"	"	"	"	"		
766	Georgiana Baulne	Belle Riviere	"	24	0 84	J. G. You	"	"	"	"	"	"		
767	Mrs. E. Flavin	Forest, O	"	24	1 00	Woman's Industrial Exchange.	"	"	"	"	"	"		
768	Miss Jean Mallory	Douglas, M	"	24	2 10	T. Eaton Co	Toronto	"	"	"	"	"		
769	Mrs. John Dupre	Montreal	"	24	0 60	John E. Garrett	New Glasgow	"	"	"	"	"		
770	S. C. Tisdell	Toronto	"	25	10 00	Mrs. A. J. Robertson.	Toronto	"	"	"	"	"		
771	Jennie E. Smith	"	"	26	4 00	Mrs. J. T. Smith	Aurora, O	"	"	"	"	"		
772	T. Eaton Co	"	"	27	0 90	Miss Belle Waddell	West Selkirk, M	"	"	"	"	"		
773	Jos. Roy	St. Cyrille de Wendover.	"	27	10 00	J. Roy	Montreal	"	"	"	"	"		
774	Mrs. Edgers	Frankville, O	"	27	1 02	Mrs. Frost	"	"	"	"	"	"	1	
775	Miss Sullivan	St. Hyacinthe	"	27	1 00	E. Frost	"	"	"	"	"	"		
776	Mme. Nap. Larin	Guigues, O	"	27	0 50	Cie Chimique Franco Am.	"	"	"	"	"	"		
777	T. Eaton Co	Toronto	"	27	0 16	Mrs. Levi Makins	Varna	"	"	"	"	"		
778	Mrs. Freenaman	Forest, O	"	28	1 00	Woman's Industrial Exchange.	Montreal	"	"	"	"	"		
779	H. B. Holder	Brockville	"	28	10 00	Mrs. H. B. Holder	Kingston, O	"	"	"	"	"		
780	R. Bryce	Mail Car at Glencairn.	Mar.	1	5 00	A. T. Sanden	Winnipeg	"	"	"	"	"		
781	D. Todd	Toronto	"	1	6 00	Meaney & Co.	Toronto	"	"	"	"	"		
782	W. C. Foster	Montreal	"	1	2 00	Dr. Birkett	Montreal	"	"	"	"	"		
783	Wallace Hall	"	"	1	8 00	Miss B. Hall	Grimsby, O	"	"	"	"	"		

APPENDIX H—*Continued.*

B.—Unregistered Letters. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where Mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
784	H. Marsolais ...	St. Alexis de Montcalm.	March 3	3 00	Geo. L. Marsolais	Montreal.. ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
785	Mrs. J. L. Ruttan	Knalt, B.C..	" 3	2 17	Robt. Simpson Co.	Toronto	Only 17c. stated to have been received	No evidence to account for the alleged discrepancy.	7
786	F. Beale.....	Melita, M	" 3	25 00	Mrs. F. Beale.....	Rat Portage, O .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
787	Miss Nellie Thornley.	Westmount.....	" 4	9 00	Mrs. R. Thornley..	New Rockland, Q	" " ..	" " " ..	
788	Mme. J. B. Delorme.	St. Simon, Q	" 4	2 00	Mme. A. Pronlx..	Montreal.....	" " ..	" " " ..	
789	Miss Campbell	Ottawa.....	" 4	0 75	John Dougall & Son.	"	" " ..	" " " ..	1
790	C. G. Hamilton..	Woodstock, N.B..	" 4	9 25	E. R. Machum	St. John	" " ..	" " " ..	
791	Jos. Brunet, M.P	House of Commons	" 4	5 00	Mlle. Alice Corbean	St. Jerome, Q...	" " ..	" " " ..	
792	W. A. Fielder..	Montreal.....	" 5	5 00	Mrs. Fielder... .	Toronto	" " ..	" " " ..	
793	E. M. Webb ...	Upper Melbourne, Q.	" 5	1 00	Mrs. Frost..	Montreal.	" " ..	" " " ..	
794	L. W. Harley....	Newcastle, N.B..	" 5	2 00	F. H. Norman....	" ...	" " ..	" " " ..	
795	Mary Villare.....	Bellrock, O. . .	" 5	5 00	Ernest Villare ...	Kingston.....	" " ..	" " " ..	
796	Miss Campbell....	Ottawa.	" 5	0 75	John Dougall & Son	Montreal	" " ..	" " " ..	
797	Elzie Jacques. ..	St. Jean des Chaillons.	" 6	7 13	P. Gadbois & Co..	"	" " ..	This letter was posted for registration, but was sent forward as an ordinary letter. Postmaster of St. Jean de Chaillons made good the contents.	3
798	W. H. Steeves ...	Fredericton.	" 6	3 70	McDiarmid & Elliott.	"	" " ..	No trace owing to want of registration.	
799	John McConnell .	Carnduff, Assa:..	" 6	10 00	Janet A. McConnell.	Dominionville, O	" " ..	" " " ..	1
800	Wm. Redpath....	Lang...	" 6	3 00	Davis, Thompson & Co.	Peterboro, O ...	" " ..	" " " ..	

801	Dr. Paul Fournier.	St. Hyacinthe, Q.	"	7	1 50	McDiarmid & Elliott.	Montreal.	"	"	"	"	"	"
802	Arthur Potter.	Iroquois, O.	"	7	5 00	Mrs. B. Armstrong	Westmount	"	"	"	"	"	"
803	D. Russell	Montreal, Q	"	7	10 00	Mrs. J. J. Russell	Ottawa.	"	"	"	"	"	"
804	H. McGarry	St. Catharines, O.	"	7	4 00	Miss M. L. McGarry.	Toronto	"	"	"	"	"	"
805	Mrs. T. F. Eden	Brantford, O.	"	7	5 04	Miss McAllister	Napanee, O.	"	"	"	"	"	"
806	Mrs. H. N. Merrill	Carnduff, N.W.T.	"	9	5 00	T. Eaton Co	Toronto	"	"	"	"	"	"
807	P. Harvey & Co.	Windsor, O.	"	9	30 00	Leon Lavoie	Belle River, O.	"	"	"	"	"	"
808	Mrs. Alex. McKinnon.	Lebret, Assa	"	10	2 28	T. Eaton Co	Toronto	Only 28 cents stated to have been received.		No evidence to account for the alleged discrepancy.			7
809	Louis Jacques	St. Jean de Chaillons, O.	"	10	10 25	Matthias Jacques.	Mile End, Q.	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
810	Mrs. A. Gilbert	Peterboro, O.	"	10	2 00	Mrs. T. H. Titus.	Toronto	"	"	"	"	"	"
811	Telesph. Brainerd	Montreal.	"	10	3 00	Mrs. Sache.	Montreal	"	"	"	"	"	"
812	T. Barabe	Sorel	"	10	2 50	E. Berliner	"	"	"	"	"	"	"
813	Mrs. C. Hind	Toronto	"	11	3 00	Warren Bros.	Toronto	"	"	"	"	"	"
814	T. Eaton Co	"	"	12	0 50	Ethel M. Perry	Sault Ste. Marie	"	"	"	"	"	"
815	W. Montgomery	Rounthwaite, M.	"	12	3 05	A. M. Reekie	Melita, M	"	"	"	"	"	"
816	Mrs. Thos. Pringle	Weldon, Sask.	"	13	1 10	T. Eaton Co	Toronto	Only 10 cents stated to have been received.		No evidence to account for the alleged discrepancy.			7
817	Mrs. Pitblado	Kamloops, B.C.	"	13	2 00	"	"	Stated to have been received without contents.		"	"	"	"
818	Geo. H. Barnes	Assekeag	"	13	15 00	Miller Bros.	Sussex, N.B.	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
819	Jas. Best	Bancroft	"	14	10 00	Mrs. Jas. Best	Toronto	"	"	"	"	"	"
820	F. Labonté	Montreal.	"	14	2 00	J. Ouellette	Labelle, Q.	"	"	"	"	"	"
821	F. P. Cosgrove	Buckingham	"	14	2 00	Rupert Cosgrove	Ottawa	"	"	"	"	"	"
822	Miss Grace Gordon	London.	"	14	1 25	Mrs. Jos. Gordon	Hamilton.	"	"	"	"	"	"
823	Alf. Laflamme	Ottawa.	"	17	2 15	S. Bruneau	Montreal	"	"	"	"	"	"
824	T. W. Hardisty	Montreal.	"	17	3 00	L. E. Farrar	"	"	"	"	"	"	"
825	Melle Barleau	"	"	18	2 00	Medard Barleau.	Napierville.	"	"	"	"	"	"
826	E. Gostic.	Foote's Bay.	"	18	18 70	F. W. Humphrey.	Toronto	"	"	"	"	"	"
827	Joseph Hartley.	Brantford, O.	"	18	2 00	J. A. Summers.	"	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
828	Miss L. Snook	Great Village, N.S	"	—	1 00	Hamilton & Sons.	Montreal.	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
829	Postmaster.	Little Cascapedia	"	20	47 00	Bank of Montreal.	Ottawa	"	"	"	"	"	"
830	James Dunbar	Quebec.	"	20	2 13	Miss Dunbar	Montreal	"	"	"	"	"	"
831	W. H. Pooler	Toronto	"	20	4 00	Wolstan Riley	Milford Bay	"	"	"	"	"	"
832	Fred Close	Drayton, O.	"	20	10 00	Miss L. Stevenson.	Hamilton.	"	"	"	"	"	
833	Mrs. Gosse	Montebello, Q	"	21	1 00	Mrs. Davey	Montreal	"	"	"	"	"	"
834	Mrs. Geo. Graham	Peterboro', O.	"	21	5 00	Miss M. Graham.	"	"	"	"	"	"	"

B. UNREGISTERED LETTERS. Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letters.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
835	Mrs. L. Woodrow.	Wallaceburg . .	Mch 21	5 00	W. A. Murray & Co	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
836	Anna Brouillette..	Mascouche, Q. . .	" 22	0 50	J. G. Yoe.	Montreal.	" " ..	" " " ..	
837	Mrs. McCallum.	Danville.	" 22	4 30	Miss Dunton.	Richmond.	" " ..	" " " ..	
838	R. Hewton. . . .	Lachine, Q	" 24	1 20	Rev. H. M. Hackett	Montreal	" " ..	" " " ..	
839	R. McFadden. . . .	Peterboro.	" 24	2 00	V. G. McFadden. .	"	" " ..	" " " ..	
840	W. Morris.	Montreal.	" 24	3 00	Louis Morris	Toronto	" " ..	" " " ..	
841	F. Chadwick. . . .	Ottawa.	" 24	1 00	Miss E. Chadwick.	Montreal . .	" " ..	" " " ..	
842	A. Poirier	Glen Robertson. . .	" 25	4 25	Geo. L. Lamb. . . .	"	" " ..	" " " ..	
843	Mrs. Kingston. . . .	Toronto	" 25	5 00	H. D. Kingston . . .	"	" " ..	" " " .	
844	Dr. Turnbull.	Goderich.	" 25	2 00	C. Scribners & Sons	Toronto	" " ..	" " " ..	
845	Jas. McAlister. . . .	Ste Brigide, Q . . .	" 26	2 00	Gordon Walford. . .	Westmount. . . .	" " ..	" " " ..	
846	G. W. Webb Manufacturing Co.	Montreal.	" 26	5 00	Mrs. E. J. Terry. .	Montreal	" " ..	" " " .	
847	Chas. E. Nolin. . . .	Ste. Julienne.	" 27	5 00	Mde. C. E. Nolin .	Maisonneuve .	" " ..	" " " ..	
848	Miss N. Gallinger. .	Toronto	" 27	8 00	Miss Alice Jones. .	Montreal.	" " ..	" " " ..	
849	Miss Alice Ryall. .	Sheldon, O.	" 29	5 75	T. Eaton Co. . . .	Toronto. . . .	" " ..	" " " ..	
850	Mark Graystock. .	Graystock, O.	" 29	2 00	T. N. O'Meara. . . .	"	" " ..	" " "	
851	The Jas. Hall Co.	Brockville, O.	" 30	1 00	MacKerrow Bros.	Montreal. . . .	" " ..	" " "	
852	L. A. Bythell. . . .	Toronto.	" 31	2 85	Miss W. Holt.	Baxter, O	" " ..	" " "	
853	A. H. Anderson. .	Sherbrooke.	" 31	2 00	Miss Amy Anderson.	Montreal.	" " ..	" " "	
854	Geo. Marchand. . .	Quebec	" 31	2 00	Mme. V. Fournier.	"	" " ..	" " "	
855	Jas. Dolphand . . .	Louisville Station, Q.	" 31	5 00	Paul Corneillier . .	"	" " ..	" " "	
856	A. Alix	Ste. Angèle de Monnoir.	Apl. 1	2 00	Jas. Alix	Mile End, Q. . . .	" " ..	" " "	
857	M. Copland.	Cornwall, O . . .	" 1	10 00	Mrs. J. Copland .	Montreal.	" " ..	" " "	
858	L. O. Blondin. . . .	St. Jovite, Q.	" 1	1 10	Lachaine & Theberge.	St. Jerome, Q. . .	" " ..	" " "	
859	Sr. St. Augustin. .	St. Andrews W.O.	" 2	7 00	Mrs. F. Dillon . . .	Montreal. . . .	" " ..	" " "	
860	G. A. Hadden. . . .	Alvinston.	" 2	2 00	W. H. Richardson.	London.	" " ..	" " "	

861	Mrs. D. Farquharson.	Arnprior, O	"	2	3 00	Miss Nena Taylor.	Stewartville	"	"	"	"	
862	Geo. A. Pratt.	St. Vincent de Paul.	"	3	4 00	Wm. Liddell	Montreal	"	"	"	"	
863	Mrs. John Hobden	Mail Car at Creston P.O.	"	3	1 06	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
864	Geo. Audet & Co.	Les Eboulements.	"	3	8 00	J. H. Begin	Quebec	Stated not to have been received by the person addressed.	No trace owing to want of registration.			1
865	Test letter	Montreal	"	4	5 00	Alfred McDiarmid.	Montreal	"	"	This was a test-letter and was stolen by A. L. St. Onge, a letter carrier of the Montreal Post Office. St. Onge pleaded guilty and was sentenced to four years in the penitentiary. The contents of the letter were recovered from St. Onge.		3
866	Cyril Davy	Victoria	"	5	10 00	Mrs. J. G. Davy	Vancouver	"	"	No trace owing to want of registration.		
867	J. Bertin	Medicine Hat	"	5	8 00	Western Canada Accident and Benefit Assn.	Winnipeg	"	"	"	"	
868	L. Chivers Wilson.	Mail Car at Regina.	"	6	1 00	Mrs. Angus McNeil.	"	"	"	"	"	1
869	H. O. Fournier	Marieville, Q	"	7	5 00	Dr. Sanche & Co.	Montreal	"	"	"	"	
870	E. E. Roulin	Bolduc	"	7	11 33	J. H. Begin	Quebec	"	"	"	"	
871	J. E. Stone	London	"	7	6 00	Mrs. J. E. Stone	Port Hope	"	"	"	"	
872	J. & S. McEachem.	Douglass	"	7	2 64	S. J. Major	Ottawa	"	"	"	"	
873	S. Hamel	Walker's Cutting.	"	8	16 45	Jos. Trudel	St. Valere de Bulstrode.	"	"	Contents made good by a Railway Mail Clerk on the Arthabaska and Three Rivers Railway who it was ascertained had on several occasions permitted unauthorized persons to enter his car.		3
874	C. H. Gunning	Halifax	"	9	4 18	J. Beazley	Glace Bay, N.S.	"	"	No trace owing to want of registration.		
875	Frederic Brown	Belleville	"	10	1 50	Harold A. Wilson Co.	Toronto	"	"	"	"	
876	Mrs. Carr	Montreal	"	12	1 00	The *World*	Vancouver	"	"	"	"	
877	O. Gaudet	"	"	12	5 00	F. H. Norman	Montreal	"	"	"	"	
878	A. Gauthier	"	"	12	2 25	Miss A. Roxborough.	Point St. Charles.	"	"	"	"	
879	W. A. Cunningham	"	"	14	25 61	Mrs. W. E. Howard.	Hillhurst, Q	"	"	"	"	
880	J. O. Dwyer	Halifax	"	14	14 00	Ganong Bros	St. Stephen, N.B.	"	"	"	"	1
881	Mrs. Celia Gaudet.	St. Paul's Bay	"	14	1 00	Metropolitan Life Insurance Co.	Quebec	"	"	"	"	
882	J. W. McFadden	Black Lake, Q	"	16	2 00	Mrs J. W. McFadden.	Sherbrooke	"	"	"	"	
883	Geo. Racine	Maniwaki, Q	"	16	2 12	Rev. Father Harnois.	Ottawa	"	"	"	"	

APPENDIX H—*Continued.*

B.—Unregistered Letters—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
884	Harry A. Lucas..	Toronto.....	April 17	2 00	Miss A. Lucas....	Vancouver.. ...	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
885	Ward Horsefly Goldmining Co.	Harper's Camp, B.C.	" 18	6 00	T. Eaton Co.....	Toronto.....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
886	A. Laramée. ...	Toronto	" 19	5 00	H. Grenon..	Mile End, Que..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
887	J. A. Fortier.....	St. Jean Bte. de Montréal.	" 21	2 00	D. H. Talman	Montreal.....	" " ..	" " " ..	
888	M. A. Boomer.. .	Quebec.	" 21	3 00	Miss A. Boomer ..	Hochelaga, Que.	" " ..	" " " ..	
889	Mrs. P. Walsh....	London	" 21	4 00	David H. Walsh.	Toronto	" " ..	" " " ..	
890	Miss U. E. Patterson.	St. John, N.B ...	" 21	10 00	Mrs. John Patterson.	Westmount, Que	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
891	Rev. A. Bouillon..	Amqui.....	" 22	3 00	J. P. Garneau ..	Quebec.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
892	Mrs. Alf. Chamberland.	Quebec.	" 22	4 00	Miss A Lemelin..	St. Michel de Bellechasse.	" " ..	" " " ..	
893	Miss M. A. McCuaig.	Dalhousie Station, Que.	" 22	9 00	D. J. McCuaig....	Alexandria, Ont.	" " ..	" " " ..	
894	Geo. Heggie	Enderby, B.C.....	" 22	12 00	T. Eaton Co.....	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
895	R. McCue	Bowden, Alta.. ..	" 23	50 00	Imperial Bank....	Calgary	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
896	Mrs T. S. Huntley	Truro, N.S	" 23	3 00	T. S. Huntley	Oxford, N.S....	" " ..	" " " ..	
897	Ida B. Mortimer..	Pilsonburg, Ont...	" 25	2 00	Wm. Fraser	Woodstock	" " ..	" " " ..	
898	Wakerville Wagon	Walkerville.....	" 26	2 00	A. J. Clarke.....	Windsor.	" " ..	" " " ..	

	Co.												
899	J. B. Liboiron....	St. Telesphore, Que	"	27	3 00	E. Costin.....	Montreal.	"	"	"	"		
900	A. Paradis.....	S. Benoit Labre, Que.	"	27	22 15	W. Laframboise..	Quebec.....	"	"	"	"	"	
901	Mrs. E. Blackadar.	Wolfville, N.S....	"	28	0 75	Mrs. Thos. Fabio..	Halifax.....	"	"	"	"	"	
902	Miss Fahey.....	Notre Dame de Levis.	"	28	8 00	Miss E. J. Fahey..	Ottawa.....	"	"	"	"	"	
903	H. Boilleau.....	Angers.....	"	29	10 06	Rev. C. Trepanier.	Montreal.....	"	"	"	"	"	
904	W. H. Weir.....	Ridgetown.....	"	29	11 00	Frost & Wood....	Toronto.....	"	"	"	"	"	1
905	Mde. Robitaille...	Joliette, Que....	"	—	1 00	Miss Burman....	Montreal.....	"	"	"	"	"	
906	Lizzie Harris.....	Glencoe.....	May	1	1 25	Robt. Simpson Co.	Toronto.....	"	"	"	"	"	
907	Alex. McKay.....	Vancouver.....	"	1	15 00	Mrs. Alex. McKay	Dalhousie, N.B.	"	"	"	"	"	
908	Art. Ellis.....	Fenelon Falls, Ont.	"	2	3 15	Harold A. Wilson Co.	Toronto.....	"	"	"	"	"	
909	John Galloway....	Banks, Ont.....	"	3	10 00	Dominion Organ & Piano Co.	Bowmanville, O.	"	"	"	"	"	
910	Mrs. Jos. Guillemette.	Plessisville, Que...	"	4	2 50	Cie Chimique Franco Am.	Montreal.....	"	"	"	"	"	
911	Mrs. J. W. Hebb..	Bridgetown, N.S..	"	5	6 00	C. R. Parrish Co	Toronto.....	"	"	"	"	"	
912	Mrs. J. Hawkly...	Parkhill, Ont.....	"	5	5 00	H. R. Hawkly....	London.....	"	"	"	"	"	
913	Mrs. D. Findlay...	Twin Elm.....	"	6	0 50	Mrs. J. Doran ...	Ottawa.....	"	"	"	"	"	
914	J. C. Taylor.....	North Sydney....	"	6	0 45	Miss Bailey.....	Truro, N.S.....	"	"	"	"	"	
915	Mrs. R. Barkley..	Vic. & Well. Ry. P.O.	"	6	1 55	T. Eaton Co.....	Toronto.....	Stated to have been received without contents.			No evidence to account for the alleged discrepancy.		7
916	Mrs. C. E. Cline.	North Bend, B.C..	"	7	1 05	T. Eaton Co.....	"	Stated not to have been received by the person addressed.			No trace owing to want of registration.		
917	Miss A. Lague....	Chambly Basin, Q.	"	7	1 25	Cie Chimique Franco Am.	Montreal.....	"	"	"	"	"	1
918	Mde. Pillet.....	Montreal.....	"	7	2 30	H. & N. E. Hamilton.	"	"	"	"	"	"	
919	W. Merkley.....	Labelle, Que.....	"	8	10 00	Cleophas Fortier..	St. André Avelin	"	"		This letter was posted for registration but was sent forward as an ordinary letter. P.M. Labelle made good the amount.		3
920	A. Chartrand....	St. Monique, Que	"	8	11 00	B. Vaillancourt...	" ..	"	"		No trace owing to want of registration.		
921	A. A. Campbell...	Apple Hill, Ont...	"	9	25 00	Lewis Bros.....	Montreal.....	"	"	"	"	"	1
922	Mrs. And. Young.	Seaforth.....	"	9	4 00	Mrs Ang. C. Gray	Toronto.....	"	"	"	"	"	
923	Burd & Peters....	St. John, N.B....	"	9	5 00	Miss Mary Ellis...	Weymouth, N.S.	"	"	"	"	"	
924	J. L. Nichols & Co.	Toronto.....	"	10	30 00	S. Latham.....	Bridgewater, N.S	"	"		Case still under inquiry..		11
925	N. Robinson.....	Quebec.....	"	11	3 00	H. Belleau.....	Montreal.....	"	"	"	No trace owing to want of registration		
926	W. Munro.....	Montreal.....	"	11	10 00	Mrs. W. Davis..	Longueuil ...	"	"	"	"	"	
927	Annie Robinson..	Deseronto Ry. Station, O.	"	11	3 00	Robt. Simpson Co.	Toronto.....	"	"	"	"	"	
928	Minnie Holt.....	Brantford, O.....	"	11	6 00	Mrs. W. J. Herbison.	Kingston.....	"	"	"	"	"	1
929	J. A. Valiquette..	EastSherbrooke, Q.	"	12	2 00	M. Barette.....	Montreal.....	"	"	"	"	"	
930	Mrs. E. Kennedy.	Toronto.....	"	12	3 00	Mr. Hunter.....	Toronto.....	"	"	"	"	"	
931	Mrs. W. Lehman..	New Market.....	"	14	1 00	Robt. Simpson Co.	"	"	"	"	"	"	

B.—Unregistered Letters—Report of all cases occurring within the year ended June 30, 1902, of abstraction from, or loss of, Letters containing money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.						
932	Miss E. Carrs	Lumsden, Assa.	May 14	1 53	T. Eaton Co.	Toronto	Only 50 cents stated to have been received.	No evidence to account for the alleged discrepancy.	7
933	T. Eaton Co.	Toronto, O.	" 15	2 50	Mrs. A. A. Larocque.	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration	
934	Mrs. H. Broker	Prescott, O.	" 15	10 00	Mrs. A. Hughes	"	" "	" " "	
935	Chas. Close	Union Station, Toronto.	" 16	7 00	Mrs. Chas. Close	Huntsville, O.	" "	" " "	1
936	G. Booth	Toronto	" 16	6 00	Miss Lucy Booth	Preston, O.	" "	" " "	
937	Mary J. Elliott	Mansewood	" 17	1 00	Robt. Simpson Co.	Toronto	" "	" " "	
938	Father Dubois	Oka, Q.	" 17	5 00	Mrs. A. Lepine	Montreal	" "	" " "	
939	Mary Jacques	Calgary	" 18	2 00	T. Eaton Co	Toronto	Stated to have been received without contents.	Case still under inquiry	11
940	H. G. Kerr	Fox River	" 18	17 00	District Staff Officer.	Halifax	Stated not to have been received by the person addressed.	No trace owing to want of registration	
941	J. E. Deslodges	Deseronto Ry. Station.	" 18	10 00	Julia Deslodges	Collingwood, O.	" "	" " "	
942	Mrs. Clara R. Paré	St. Henri de Lévis	" 18	1 00	Metropolitan Life Ins. Co.	Quebec	" "	" " "	1
943	Frank Eger	Montreal	" 19	2 00	Mrs. F. E. Eger	Carleton Place, O.	" "	" " "	
944	Mrs. P. Cyr	St. Hermas Station	" 19	0 50	Cie Chimique Franco Am.	Montreal	" "	" " "	
945	Miss Agnes Meyer	Calgary	" 19	3 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
946	Mrs. A. Lippé	Chateauguay.	" 19	1 00	Delle R. Archambault.	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration	

947	T. Eaton Co.	Toronto	"	19	0 55	Wm. Parsons	Otterville	"	"	"	"	"	
948	Mrs. W. Shier	Vallentyne, O.	"	20	3 00	Robt. Simpson Co.	Toronto	"	"	"	"	"	
949	Dan. McIvor	Collingwood Ry. Station.	"	21	11 00	Miss Kate McIvor	Goderich, O	"	"	"	"	"	1
950	C. R. Courtney	Mount Pleasant	"	21	8 00	J. W. Courtney	Newburg, O	"	"	"	"	"	
951	J. H. H. Dury	Bowmanville	"	21	5 00	Mrs. A. S. Anderson.	Toronto	"	"	"	"	"	
952	Judge Wilkinson	Chatham, N.B.	"	21	3 00	E. M. Renouf	Montreal	"	"	"	"	"	
953	E. Langevin	Montreal	"	21	10 00	A. H. Bessette,	"	"	"	"	"	"	
954	Miss P. Lasalle	Rawdon	"	21	2 00	A. Lasalle	"	"	"	"	"	"	
955	Miss A. Lebrecho	St. André Avelin	"	21	3 00	J. N. Miller	Quebec	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.				7
956	Désiré Caron	Cap St. Ignace, Q.	"	24	1 00	Metropolitan Life Ins. Co.	Quebec	Stated not to have been received by the person addressed.	No trace owing to want of registration				
957	L. Calder	Toronto Union Station.	"	25	5 00	Mrs. L. Calder	Montreal	"	"	"	"	"	1
958	J. A. Molson	Farnham, Q.	"	26	2 00	E. Bertiner	Farnham, Q	"	"	"	"	"	
959	W. G. Jaffray	Toronto Union Station.	"	26	10 00	Mrs. W. J. Jaffray	Picton, O	"	"	"	"	"	
960	Mrs. E. Kennedy	Toronto	"	26	4 00	Mr. Hunter	Toronto	"	"	"	"	"	
961	T. Sikes	Midland	"	26		Charles Sikes	Plattsville, O.	Stated to have been received without contents.	No evidence to account for the alleged discrepaney.				7
962	Joe Grigel	Canmore, Alta	"	27	5 00	Paul Mucka	Michel, B.C	Stated not to have been received by the person addressed.	No trace owing to want of registration				
963	G. A. Fensman	Toronto	"	28	5 00	E. B. Cooney	Laurel, O.	"	"	"	"	"	
964	Geo. Gingras	Quebec	"	28	2 00	Miss Josephine Lebrecque.	Sans Bruit	"	"	"	"	"	
965	Mrs. C. H. Rogers	Walkerton, O.	"	29	1 00	Miss Susan Raether	Toronto	"	"	"	"	"	
966	John Dunlay	Marmora	"	29	2 00	D. B. Taylor	Tweed	"	"	"	"	"	1
967	Mrs. J. Miller	L'Orignal	"	31	5 00	W. B. Johnson	Montreal	"	"	"	"	"	
968	E. Houde	Quebec			2 00	Mme. J. Barron	DeLorimier	"	"	"	"	"	
969	Miss M. Miller	Ottawa	June	1	3 25	Miss Ida Miller	Toronto	"	"	"	"	"	
970	W. J. Harris	Toronto	"	2	8 00	Mrs. Grace Harris	Hamilton	"	"	"	"	"	
971	H. Jasmin	Magog	"	2	25 00	Mrs. W. Chevalier	Lachine, Q.	"	"	"	"	"	
972	Miss M. Cheney	Brockville	"	2	4 00	Henry Birks & Sons.	Ottawa	"	"	"	"	"	
973	A. Westhall	Estevan, Assa	"	2	1 20	T. Eaton Co.	Toronto	Only 35 cents stated to have been received.	No evidence to account for the alleged discrepancy.				7
974	Rosa Grimwood	Calgary	"	3	1 00	"	"	Stated to have been received without contents.	"	"	"	"	
975	Miss F. Fisher	Rat Portage	"	4	5 00	H. Fisher	"	Stated not to have been received by the person addressed.	No trace owing to want of registration				1
976	M. Ross	Sarnia, O.	"	5	15 00	Mrs. M. Ross	Bayfield, O.	"	"	"	"	"	

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1902, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1902.	$ cts.					
977	R. B. Hutchison	Montreal	June 5	5 00	A. W. Throop	Ottawa	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
978	Miss M. Evans	Clarenceville, Q.	" 5	2 50	W. H. Scroggie	Montreal	" "	" " "	
979	Mrs. E. J. Jones	Toronto	" 5	8 00	Heintzman & Co.	Toronto	" "	" " "	
980	Thos. Pinkerton	"	" 6	13 09	Thos. Pinkerton	Pinkerton, O.	" "	" " "	
981	R. C. Scott	Montreal	" 6	5 00	Mrs. R. C. Scott	Leeds, Q.	" "	" " "	1
982	Rev. C. Baillargeon	St. Cyrville de L'Islet	" 8	25 00	L. P. Lirois	Quebec	" "	" " "	
983	Wm. Brennan	Arnprior, O.	" 9	10 00	Miss K. O'Keefe	Ottawa	" "	" " "	
984	Casimir Giguère	Chateau Richer	" 9	1 00	Metropolitan Life Ins. Co.	Quebec.	" "	" " "	
985	C. Salsbury	Westmount, O.	" 10	1 00	Mrs. Outhet	Toronto	" "	" " "	
986	Miss E. Folbey	Mountain View, M.	" 11	1 25	T. Eaton Co	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
987	O. Poirier	Montreal, Bonaventure Railway Station.	" 11	2 00	Mde. O. Poirier	Waterloo, Q.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
988	Mrs. C. E. Box	Montreal	" 12	10 00	Mrs. A. Marier	Port Hope	" "	" " "	
989	E. Rutledge	Markdale, O	" 13	36 00	Octavius Newcombe & Co.	Toronto	" "	" " "	
990	Mrs. H. Collins	Toronto	" 14	15 00	W. J. Collins	Ottawa	" "	" " "	
991	John Teaffe	Tadousac	" 15	2 00	W. B. Rogers	Quebec	" "	" " "	
992	Dominion Paper Co	Kingsey Falls	" 19	45 00	Joseph Deroche	Warwick	" "	" " "	
993	Mde. P. Rochette	Chicot, Q.	" 23	2 00	Mde. C. Olivier	Montreal	" "	" " "	1
994	W. A. Cornwell	Prescott, O.	" 23	10 00	Lindsay Nordheimer & Co.	Montreal	" "	" " "	
995	Miss E. McCallum	London, O.	" 24	10 00	Mrs. M. McCallum	Hagersville, O.	" "	" " "	
996	F. Archambault	L'Assomption, Q.	" 26	5 00	J. N. Archambault	Montreal	" "	" " "	
997	Rev. M. Gagnon	St. Zenon, Q.	" 29	1 60	Beauchamp & Fils.	Montreal	" "	" " "	

| | | |

APPENDIX H—*Concluded.*

RECAPITULATION.

	Classification of Classes.	Registered.	Unregistered.
1.	Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office		941
2.	Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable	1	
3.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good	26	13
4.	Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered	4	
5.	Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	22	1
6.	Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered		
7.	Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	22	41
8.	Letters stolen, or supposed to have been stolen, from the Post Office or mails *en route*, the contents of which (or a portion thereof) were recovered or made good	24	2
9.	Letters stolen from the Post Office, or mails *en route*, the contents of which were not recovered	6	
10.	Letters accidentally destroyed during course of post	42	
11.	Still under investigation	7	2
	Totals	154	1,000

R. M. COULTER,
Deputy Postmaster General.

WM. SMITH,
Secretary.

APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

APPENDIX

CHIEF DEAD

STATEMENT of Letters received at the Dead Letter Branches, Canada, during the Year
Dead Letters have

TABLE No. 1.—Showing the Number of Letters of all

Number received.			—	—	—	—
DEAD LETTERS :—						
Returned from Great Britain	(of these were registered	296)	18,845			
" United States	("	1,141)	118,504			
" France	("	—)	624			
" Newfoundland	("	2)	834			
" N. South Wales	("	8)	392			
" Philippine Islands	("	4)	385			
" Mexico	("	7)	263			
" Cuba	("	5)	232			
" Arg. Republic	("	—)	227			
" Jamaica	("	3)	184			
" Victoria	("	—)	184			
" Japan	("	—)	159			
" New Zealand	("	2)	142			
" Barbados	("	15)	141			
" Hawaii	("	2)	110			
" Hong Kong	("	—)	103			
Other colonies and foreign countries (of these were registered.		46)	463			
		1,531	141,792			
LESS—Registered, accounted for below.....			1,531			
				140,261		
Books, postal cards, &c,, also returned.....				23,148		
					163,409	
Returned from post offices in Canada, and classified as follows :—						
Registered letters on hand June 30, 1901			2,400			
" received during the year ended June 30, 1902 (including those of foreign origin.....			9,690			
				12,090		
Letters found to contain value and recorded, on hand June 30, 1901.....			285			
Letters found to contain value and recorded, received during the year ended June 30, 1902.			4,796			
				5,081		
					17,171	
Ordinary dead letters originating in Canada :—						
On hand June 30, 1901....				4,968		
Received during the year ended June 30, 1902. ..				402,446		
Dead letters with printed address of senders ...				10,137		
Dead letters with official franks.....				3,815		
Returned dead letters, i.e., letters sent out from Dead Letter Branches, and again returned unclaimed.....				41,680		
					463,046	
Dead postal cards, parcels, books, &c., on hand June 30, 1901				2,457		
Dead postal cards, parcels, books, &c., received during year ended June 30, 1902.....				386,903		
					389,360	
						1,032,986
Carried forward....						1,032,986

I.

LETTER OFFICE.

ended June 30, 1902, and of their contents, valuable or otherwise, showing how such been disposed of.

kinds received, with the disposition made of them.

How disposed of					
DEAD LETTERS:—					
Returned to Great Britain including all foreign letters not enumerated below (of these were registered 1,237)		57,451			
Returned to United States (" 505)		79,474			
" France (" 97)		1,275			
" Newfoundland (" 22)		3,124			
" Tasmania (" —)		357			
" Japan (" 69)		243			
" New Zealand (" 6)		185			
" N. South Wales (" 8)		189			
" Hong Kong (" 5)		106			
" Victoria (" 3)		105			
" Other colonies and foreign countries (of these were registered 33)		814			
	1,985		143,323		
Books, post cards, &c., of British and foreign origin also returned			50,796		
				194,119	
Registered letters returned to writers, including those of foreign origin		9,641			
Registered letters failed of delivery to writers, owing to refusal to redeem, want of address, &c., found to be of no value and destroyed		1,881			
Registered letters in Dead Letter Branches awaiting claim		568			
			12,090		
Letters found to contain value returned to writer		4,819			
" failed of delivery and found to be of no further value		9			
" found to contain value, failed of delivery, in Dead Letter Branches awaiting claim		253			
			5,081		
				17,171	
Ordinary dead letters, returned to writers			220,847		
" with printed addresses returned to senders			10,137		
" returned to Government Departments			3,815		
Ordinary dead letters without signatures or postmarks, accounts, &c., destroyed		155,263			
Returned dead letters disposed of		41,680			
			196,943		
				431,742	
Dead books, parcels, &c., forwarded or returned to senders			26,828		
" disposed of			360,828		
" remaining in Dead Letter Branches			2,298		
				389,954	
					1,032,986
Carried forward					1,032,986

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 4.—Showing the Number of Letters of all

Number received.	—	—	—	—
Brought forward				1,032,986
SPECIAL LETTERS, classified as follows :—				
Registered letters on hand June 30, 1901	44			
" received for postage, better address, &c.	3,999			
		4,043		
Letters found to contain value and recorded, on hand June 30, 1901	156			
Letters found to contain value and recorded, received for postage, better address, &c.	4,765			
		4,921		
			8,964	
Ordinary letters (received for postage) on hand June 30, 1901	350			
" received for postage	28,409			
		28,759		
" " better address		40,549		
			69,308	
Drop letters on hand June 30, 1901		30		
" received for postage		5,632		
			5,662	
Letters for foreign countries on hand June 30, 1901		274		
" " received as unpaid or short paid		20,848		
			21,122	
Post cards received for postage or better address			15,668	
Samples on hand June 30, 1901	2			
" received for postage or better address	437			
		439		
Parcels books &c., on hand June 30, 1901	2,188			
received " postage or better address	51,435			
		53,623		
			54,062	
				174,786
Grand total				1,207,772

I—*Continued.*

during the Year ended June 30, 1902, &c.—*Continued.*

kinds received, with the disposition made of them—*Continued.*

How disposed of.	—	—	—	—
Brought forward				1,032,986
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded to address	3,707			
Registered letters unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver	29			
Registered letters in Dead Letter Branches awaiting claim	307			
		4,043		
Letters found to contain value returned to writers or forwarded to address	4,781			
Letters found to contain value, destroyed being of no further value	8			
Letters found to contain value in Dead Letter Branches awaiting claim	132			
		4,921		
			8,964	
Ordinary letters received for postage, returned or forwarded	26,097			
Ordinary letters received for postage, destroyed in consequence of the inability of the department to return or deliver	2,293			
Ordinary letters received for postage, remaining in Dead Letter Branches	369			
		28,759		
Ordinary letters received for better address, returned or forwarded	33,153			
Ordinary letters received for better address, destroyed in consequence of the inability of the department to return or deliver	7,396			
		40,549		
			69,308	
Drop letters received for postage, returned or forwarded		4,679		
" " destroyed in consequence of the inability of the department to return or deliver		940		
Drop letters remaining in Dead Letter Branches		43		
			5,662	
Letters for foreign countries, returned or forwarded		18,864		
" " destroyed in consequence of the inability of the department to return or deliver		1,964		
Letters for foreign countries remaining in Dead Letter Branches		294		
			21,122	
Post cards returned or forwarded		6,532		
" destroyed		9,136		
			15,668	
Samples returned or forwarded	328			
" destroyed being of no value	87			
" remaining in Dead Letter Branches	24			
		439		
Books, parcels, &c., returned or forwarded	29,888			
" destroyed being of no value	21,618			
" remaining in Dead Letter Branches	2,117			
		53,623		
			54,062	
				174,786
Grand total				1,207,772

APPENDIX

SUM

STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the Number of Letters of all

Letters on hand June 30, 1901	13,154
Dead Letters received	1,022,876
Special Letters received	171,742
	1,207,772

JOHN WALSH,
Chief Superintendent.

I—*Continued.*

MARY.

during the year ended June 30, 1902, &c.—*Concluded.*

kinds received, with the disposition made of them—*Concluded.*

Dead Letters disposed of	1,029,867
Special Letters disposed of	171,500
Letters on hand June 30, 1902	6,405
	1,207,772

R. M. COULTER,
Deputy Postmaster General.

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4,788	Money (including $93.36 inclosed in letters under other heads)	18,432 01	4,558	230
46	Bills of exchange	11,783 47	44	2
2	Bills of sale	5 00	2	
2	Bonds	1,000 00	2	
1,017	Cheques	111,761 26	1,007	10
401	Drafts	91,097 92	397	4
1	Due bills	37 00	1	
4	I.O.U.'s	107 75	3	1
4	Letters of credit	3,499 85	4	
7	Money orders (bank)	130 82	7	
1,225	" (express)	17,643 74	1,210	15
1,292	" (post office)	17,151 28	1,272	20
57	Orders	892 10	55	2
601	Postal notes	1,320 52	579	22
323	Promissory notes	51,452 55	315	8
547	Receipts	107,956 69	532	15
2	Salary warrants	12 98	2	
14	Stock certificates	35,681 19	14	
11	Various certificates	5,462 00	11	
1,237	Registered letters sent to the Dead Letter Office at London, England		1,237	
505	Registered letters sent to the Dead Letter Office at Washington		505	
243	Registered letters sent to Dead Letter Offices of other countries		243	
40	Deeds		40	
84	Documents of value		80	4
7	Certificates, A.O.U.F.		7	
1	" architect		1	
5	" A.O.U.W.		5	
13	" baptism		13	
2	" birth		2	
1	" Brotherhood Locomotive Engineer		1	
1	" burial		1	
1	" butter making		1	
2	" C.O.O.F.		2	
3	" Catholic O. F.		3	
2	" character		2	
12	" church membership		12	
4	" commercial traveller		4	
1	" correspondence school		1	
1	" death		1	
1	" embalmer		1	
5	" free miner		5	
1	" hospital		1	
3	" identity		1	2
1	" I. O. Foresters		1	
4	" I.O.O.F.		4	
1	" insurance		1	
5	" Knights of Maccabees		5	
1	" Knights of Pythias		1	
1	" labourer		1	
2	" land title		2	
13	" marriage		13	
2	" Masonic		2	

SESSIONAL PAPER No. 24

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Certificates, mate		1	
4	" medical		3	1
2	" membership		2	
4	" military instruction		3	1
3	" mining		3	
1	" money order		1	
6	" naturalization		6	
1	" North British Society		1	
1	" Odd Fellows		1	
1	" ownership		1	
1	" passage		1	
6	" pedigree		5	1
2	" physician		2	
1	" registry		1	
1	" Royal Naval Reserves		1	
1	" royalty		1	
2	" scholarship		2	
5	" school teacher		5	
1	" seamen			1
1	" solicitor		1	
4	" stocks		4	
2	" taxes		2	
1	" teachers		1	
18	" various		18	
1	" veterinary surgeon		1	
1	Abstracts		1	
1	Account		1	
3	Account card, C.O.F		3	
10	Affidavits		9	1
17	Agreements		17	
3	Albums		3	
4	Appointments		4	
13	Aprons		13	
2	Arrowheads		2	
1	Articles of clerkship		1	
2	Asbestos		2	
1	Ash tray		1	
1	Auricure		1	
1	Automatic reel		1	
4	Badges		4	
1	" military		1	
11	Bags, hand		11	
20	Baggage checks		14	6
1	Bannarette		1	
1	Bark canoe, miniature		1	
11	Baskets		11	
2	Bath towels		2	
6	Beadwork		6	
1	Bear's claw		1	
1	Beef tea		1	
8	Belts		8	
3	" buckles		3	
1	" electric		1	
5	Bibs		5	
1	Bibles		1	
4	Bills of landing		4	
3	" sale		3	

APPENDIX I.—*Continued*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of these received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Birds		2	
2	" eggs		2	
5	" wings		5	
1	Birch bark book		1	
1	Blotter		1	
16	Blouses		16	
1	Bolt		1	
1	Bon bon dish		1	
2	Bonds		2	
1	Bonnets, baby		1	
7	Books, assessment		7	
5	" A.O.U.W.		5	
2	" Canadian Order Foresters		2	
1	" Catholic Mutual Benefit Association		1	
1	" Catholic Order Foresters		1	
1	" cooks		1	
1	" insurance		1	
1	" markers			1
1	" memo			1
1	" mileage		1	
6	" prayer		6	
14	" receipt		14	
1	" tariff		1	
40	" various		36	4
1	" views		1	
13	Bootees		13	
34	Boots and shoes		34	
11	Bottles		11	
1	Borax		1	
1	Boxes		1	
4	Bracelets		2	2
1	Braces		1	
43	Brooches		41	2
13	" enamelled		12	1
10	" photo		9	1
5	Brushes		5	
5	Buckle		4	1
1	Buckskin		1	
1	Bugle		1	
2	Butter		2	
2	Butterflies, collection of		2	
1	Butter knives		1	
1	Button hook		1	
18	Buttons		18	
40	" photo		40	
75	Cakes		73	2
6	Calendars		4	2
2	Cameras		2	
1	Camphor		1	
28	Candy		28	
15	Caps		15	
2	Capes		2	
1	Capsules		1	
2	Cardboard		2	
4	Cards		4	
1	" Brotherhood of Locomotive Engineers		1	
2	" Canadian Order of Foresters		2	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Cards Sceptre Council		1	
1	" Travelling		1	
4	" Visiting		4	
7	" Xmas		7	
1	Cartridge shell		1	
1	Carved work		1	
1	Carving fork		1	
1	Cassocks		1	
5	Catalogues		4	1
10	Centrepieces		10	
7	Chains		6	1
1	Chamois vest		1	
1	Charms		1	
4	Chatelaine		4	
1	Cheese		1	
2	Chemise		2	
1	Chest protectors		1	
1	Chewing gum		1	
1	China		1	
1	Chinese medal		1	
2	Chocolate		2	
8	Cigar		8	
1	" case		1	
11	Cigarettes		10	1
1	" cases		1	
1	" papers		1	
1	Cinnamon		1	
1	Clippers		1	
2	Cloth		2	
4	Clothing, child		4	
1	" lady		1	
16	" men and boys		15	1
8	Coat		8	
1	Coat lining		1	
1	Cockades		1	
1	Cog wheels		1	
43	Coin		43	
11	Collars and cuffs		11	
2	Combs		2	
1	Commercial papers			1
1	Condensed clams		1	
14	Contracts		13	1
1	Corkscrews		1	
1	Corn		1	
2	Corsets		2	
1	Cotton		1	
2	Court papers		2	
1	Court plaster		1	
2	Coupons		2	
1	Crape			1
1	Crests		1	
1	Cribbage board		1	
7	Crochet work		7	
1	Cross		1	
1	Crucifix		1	
8	Cuff buttons and links		8	
3	Cups and saucers		3	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year, ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Curios		2	
3	Curling tongs		3	
1	Curtains		1	
1	Cushion		1	
22	" covers		22	
3	Customs papers		3	
1	Cuticle ebony		1	
1	Cyclopedia, pocket		1	
6	Declarations		6	
3	Diplomas		3	
9	Discharges, mortgage		9	
3	" seamen		3	
6	" soldiers		6	
10	Doilies		10	
10	Dolls		10	
1	Drawers		1	
4	Dress		4	
6	" material		6	
3	" child		3	
1	Dulse		1	
3	Ear drums		2	1
1	Ear rings		1	
1	Ear trumpet		1	
1	Egg cosey		1	
6	Electro		6	
2	Embroidery		2	
1	Extract from papers		1	
2	Eye glass		2	
9	False teeth		9	
3	Fancy bag		3	
1	" stand		1	
1	" vinaigrette		1	
8	" work		8	
1	Feather ruff		1	
1	Ferns		1	
2	Field glass		2	
1	Finger nail cutter		1	
1	Fishing rod		1	
1	Flags		1	
2	Flannel		2	
1	" bag			1
5	Flowers		5	
1	Flowers artificial		1	
1	Forks		1	
12	Fountain pens		11	1
1	Fungus painted		1	
21	Furs		20	1
2	Fur caps		2	
1	" collars		1	
1	" coyotte		1	
1	" ermine		1	
1	" gloves		1	
1	" mink		1	
1	" otter		1	
3	" ruff		3	
1	" vest		1	
2	" wolfe		2	

APPENDIX I—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value. &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year, ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
3	Garters		3	
1	Girdle		1	
1	Glass			1
2	Glass eyes		2	
28	Gloves		28	
2	" buck		2	
1	" case		1	
9	" kid		9	
1	" rubber		1	
1	" woollen		1	
8	Gold bracelets		7	1
23	" brooches		22	1
1	" button		1	
13	" chains		13	
1	" charm		1	
1	" coin			1
1	" cross		1	
8	" cuff buttons		6	2
1	" dust		1	
1	" earrings		1	
1	" eye glasses		1	
1	" filling		1	
4	" hearts		4	
1	" lace		1	
10	" lockets		8	2
1	" mounted tooth		1	
13	" nuggets		10	3
3	" pencils		3	
2	" pens		1	1
14	" pins		14	
1	" rim for eye glass		1	
119	" rings		95	24
1	" safety pin		1	
3	" souvenir coins		3	
12	" spectacles		9	3
1	" thimble		1	
27	" watches		26	1
1	" watch case		1	
3	" watch chains		2	1
1	Grapes		1	
1	Grape nuts		1	
1	Grain		1	
10	Gum		10	
1	Hair ornament		1	
1	" pin holder		1	
2	" receiver		2	
6	" switches		6	
80	Handkerchief		75	5
1	" lace		1	
3	" sachets		3	
28	" silk		28	
1	Harness		1	
4	Hats		2	2
1	Hat brush		1	
23	" pins		23	
1	Head rest		1	
1	Hoods		1	

APPENDIX I.—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Horse chestnuts		1	
3	Hose		3	
1	Hose supporter		1	
1	Indian work		1	
1	Inhaler		1	
1	Ink stands		1	
97	Insurance policies		96	1
2	" accident		2	
1	Iron		1	
18	Jackets		18	
1	Japanese catarrh cure		1	
1	Jersey		1	
13	Jewellery		11	2
1	Jewel I.O.O.F		1	
7	Keys		6	1
11	Knives		10	1
18	Lace		18	
2	Lamps		2	
3	Land grant		3	
1	" transfer		1	
1	Lantern plates		1	
1	Lard		1	
1	Lash		1	
1	Lawn		1	
4	Leases		4	
3	Leather		3	
56	Legal papers		55	1
2	Lens for spectacles		2	
4	Letters, old		4	
1	Licenses coasting		1	
5	" fishing		5	
3	" game		3	
1	" liquor		1	
1	" pedler		1	
1	" tavern		1	
4	" truck		4	
5	" liquids		4	1
1	Lithographs		1	
1	Lock		1	
1	Lockets		1	
1	Lottery tickets		1	
4	Machinery parts		4	
3	Magazines		3	
1	Manicure set		1	
2	Manuscript		2	
1	Maple leaf pin		1	
8	" sugar		8	
23	" tiri		22	1
1	Map		1	
1	Mason's apron		1	
7	Match boxes		7	
19	Mats		18	1
3	Measures		3	
2	Meat forks		2	
5	Medals		5	
41	Medicine		41	3
2	Merchandize		2	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Metal		1	
2	Minerals		2	
5	Mining papers		5	
10	Mitts		7	3
41	Moccasins		41	
10	Mortgages		10	
2	Mouth organ		2	
1	Muffs		1	
1	Mufflers		1	
1	Municipal returns		1	
4	Music		4	
7	Muslin		7	
2	Nails		1	1
1	Nail file		1	
2	Napkin rings		2	
1	Natural history specimens		1	
1	Naturalization papers		1	
47	Neckties		47	
2	Needle case		2	
1	Needles		1	
1	Needlework		1	
1	Night shirt		1	
4	Note paper		3	1
184	Notices, various		173	11
7	Novelties		7	
3	Nuts		3	
2	Oil		2	
2	Ointment		2	
1	Onions		1	
8	Ores		8	
1	Ornaments		1	
1	Ostrich tip		1	
2	Overalls		2	
1	Paddles		1	
1	Paint box		1	
1	Paintings, oil		1	
1	Pamphlet		1	
1	Pan American souvenir		1	
2	Panels		2	
6	Paper cutters		6	
2	" patterns		2	
1	" weight		1	
5	Papers of value		5	
61	Pass books		61	
2	" A.O.U.W.		2	
1	" A.O.F.		1	
7	" Bank		7	
4	" Chosen Friends		4	
1	" C.O.F.		1	
6	" Insurance		6	
1	" Iron moulders		1	
15	" loan company		14	1
24	" savings bank		24	
12	" " P.O.		12	
1	" Sons of England		1	
5	" various		5	
1	" Woodmen of the World		1	

APPENDIX I—*Continued*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Pass books, Y.M.C.A		1	
24	Passes, railway		23	1
3	" steamships		3	
2	Passports		2	
1	Pastry		1	
1	Patents		1	
2	Patterns		2	
3	Pawn tickets			3
1	Peanuts, salted		1	
1	Pears		1	
1	Pegs		1	
19	Pencils		18	1
3	Pens		3	
1	" glass		1	
7	" holders		7	
3	" knives		3	
1	Pension papers		1	
1	Pepper box		1	
30	Perfume		29	1
1	" atomizer		1	
7	Permits		7	
1	Petticoats		1	
100	Photos		97	3
16	Photo films		15	1
8	" frames		8	
2	" lens		2	
1	" negatives		1	
2	" pins		2	
2	" supplies		2	
1	Pickle fork		1	
5	Pictures		5	
1	Pillow cases		1	
29	Pills		27	2
3	Pinafore		3	
1	Ping pong set		1	
25	Pins		24	1
6	" belt		5	1
11	" cushions		11	
15	" gilt		15	
5	" stick		5	
1	" tray		1	
22	Pipes		20	2
4	Plans		4	
1	Plant		1	
2	Plates		2	
1	Playing cards		1	
3	Plum pudding		3	
6	Pocket books		6	
1	Polish		1	
24	Postage stamps used		23	1
1	Potatoes		1	
3	Powder		3	
13	Powers of attorney		13	
4	Prayer beads		4	
16	Printed matter		16	
7	Proxies		7	
5	Pudding		5	

APPENDIX 1.—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Puff boxes		1	
23	Purses		23	
1	Pyjamas		1	
2	Quilts		2	
6	Razors		6	
50	Receipts, goods		46	4
2	" insurance		2	
9	" registered letters		9	
4	" various		4	
8	References		8	
16	Registered letters		15	1
2	Releases		2	
2	Reports		2	
1	Requisitions		1	
12	Ribbons		12	
1	Right to divert water		1	
5	Rings, diamond		5	
29	" gilt		25	4
4	Roots		4	
5	Root beer		5	
5	Rubber boots and shoes		5	
1	" type		1	
3	Ruffs		3	
3	Rugs		3	
3	Sachet		3	
2	Salt cellars		2	
3	Salve		3	
1	Samples		1	
1	Sashes			1
2	Scarf pins		2	
7	Scarves		7	
7	School tax papers		7	
3	" returns		2	1
1	" register		1	
1	Scissors		1	
1	" holder		1	
1	Screws		1	
2	Seals		2	
13	Seeds		13	
1	Serge suit		1	
1	Shaving material		1	
39	Shawls		39	
2	Shells work		1	1
12	Shirts		12	
1	Shirting		1	
2	Shoe horns		2	
1	Shuttle		1	
7	Silk		7	
1	" cushion case		1	
2	" drape		2	
1	" embroidery		1	
6	" scarf		6	
9	" ties		7	2
3	Silver			3
2	" book marker		1	1
4	" bracelets		1	3
6	" brooches		6	

APPENDIX I—*Continued.*

TABLE No. 2. Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Silver brushes		1	1
5	" buckles		5	
2	" button hooks		2	
1	" card case		1	
1	" chain		1	
1	" charm		1	
1	" cross		1	
1	" cuff buttons		1	
3	" cup		3	
1	" dish		1	
1	" flask		1	
2	" hat pins		1	1
1	" jar		1	
2	" knife		2	
2	" letter opener			2
12	" medal		12	
7	" mounted goods		4	3
1	" mustard pot		1	
2	" nail file		2	
2	" napkin rings		2	
1	" ornament			1
2	" paper knife		1	1
1	" penholder		1	
1	" pepper pot			1
5	" pins		5	
1	" rings		1	
1	" seals		1	
36	" spoons		31	5
5	" thimbles		5	
39	" watches		37	2
1	Singlet			1
2	Sketches		2	
4	Skins		4	
1	Skirt		1	
42	Slippers		42	
1	Snuff			1
1	Soap		1	
1	Soap box		1	
27	Socks		21	6
1	Solder		1	
12	Spectacles		11	1
1	Spectacle case		1	
1	" lenses		1	
1	Sponge		1	
1	" holder		1	
6	Spoons		6	
12	Spoons, souvenir		11	1
1	Spurs		1	
1	Stamp collection		1	
2	Stamp, date		2	
1	Stamped envelopes		1	
6	Stationery		6	
1	Statues		1	
26	Stockings		26	
2	Straps		2	
30	Summonses		30	
2	Surgical instruments		2	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Surplice		1	
3	Suspenders		3	
1	Syphons			1
6	Table covers		6	
2	" mats		2	
1	Tablets		1	
5	Tags		4	1
1	Tape		1	
1	Tax notice			1
4	Tea		4	
1	Tea berry		1	
3	Tea cosy		3	
2	Thermometer		2	
2	Thimbles		2	
3	Thread		3	
4	Tickets		3	1
28	" mileage		26	2
63	" railway		47	16
8	" steamship		7	1
2	Tidies		2	
18	Ties		17	1
1	Time checks		1	
51	Tobacco		46	5
4	" pouch		4	
4	Toilet materials		4	
2	" mats		2	
15	Toys		15	
1	Travelling card		1	
1	Tripods		1	
1	Trousers			1
1	Truss		1	
5	Underclothing		5	
2	Uniforms		2	
1	Various documents		1	
1	Veil		1	
1	Velvet		1	
6	Vests		6	
1	Views		1	
1	Vinaigrette		1	
6	Voters' lists		6	
3	Vouchers		3	
5	Waists		5	
1	Wall pocket		1	
7	Watches		7	
3	" brass		2	1
4	" chain		4	
1	" charm		1	
1	" crystal		1	
1	" enamelled		1	
1	" glass		1	
9	" nickel		9	
1	" plated		1	
3	Wheat		3	
1	Whetstone		1	
3	Whisks		3	
5	Wills		5	
1	Wine		1	

APPENDIX I—*Concluded.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Concluded,*

No. of Letters received during the Year ended June 30, 1902.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1902.	No. of Letters delivered of those received during the Year ended June 30, 1902.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
2	Wire		2	
1	Wooden pepper and salt		1	
1	Wood cut		1	
1	Wood		1	
5	Woollen goods		3	2
1	Work bag		1	
4	" box		4	
1	Wrapper		1	
1	Wrench		1	
5	Writing case		5	
4	Writs		4	
1	Yarn			1
1	Zinc			1
16,537		$475,338 13	15,986	551
9,598	Add to these ordinary recorded letters, not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table No. 1		8,889	709
	Grand total of letters containing value disposed of		24,875	1,260
	Grand total of letters remaining unclaimed in Dead Letter Branches		1,260	
26,135	Grand total		26,135	

JOHN WALSH,
Chief Superintendent.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH

APPEN

STATEMENT of Receipts and Issues of Postage

RECEIPTS.

Denominations.	Stamps, &c., on hand from last year.	Received from Manufacturers.	Returned by Postmaster, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						$ cts.
½c. postage stamps	145,000	1,150,000	2,169	1,900	1,299,069	6,495 34½
1c. "	18,413,300	66,400,000	29,166	47,300	84,889,766	848,897 66
2c. "	23,515,100	159,950,000	66,892	46,000	183,577,992	3,671,559 84
5c. "	805,250	5,000,000	5,971	2,000	5,813,221	290,661 05
8c. "	94,900		1,288		96,188	7,695 04
10c. "	181,625	450,000	1,072	550	633,247	63,324 70
20c. "	27,800	100,000	401		128,201	25,640 20
50c. "	340,450		272		340,722	170,361 00
10c. special delivery stamps	38,915	49,350	644		88,909	8,890 90
3c. postage stamps			2,921		2,921	87 63
2c. stamp books	3,163	379,000	665	466	383,294	95,823 50
$3 Jubilee stamps	2,650				2,650	7,950 00
$4 "	3,050				3,050	12,200 00
$5 "	2,100				2,100	10,500 00
1c. Jubilee post cards	3,000				3,000	30 00
1c. post bands	41,900	396,000	870	600	439,370	5,492 12½
1c. letter cards	37,690	151,500	1,626	6,000	196,726	1,967 26
2c. "	9,300	342,000	1,530	700	353,530	7,070 60
3c. "			958		958	28 74
1c. post cards	1,186,800	21,840,000	28,648	21,600	23,077,048	230,770 48
1c. " advt., single	38,500	280,000		4,000	322,500	3,225 00
1c. " " 8 on sheet	10,000	870,000		2,000	882,000	8,820 00
1c. " " 16 on sheet	32,000	370,000			402,000	4,020 00
2c. postal union cards	29,200	50,000	2,654	1,100	82,954	1,659 08
2c. reply cards	25,050	149,000	712	200	174,962	3,499 24
1c. stpt. env. at $1.20 per 100	17,300	100,000	381	100	117,781	1,413 37½
1c. " 1.25 "			158		158	1 97½
2c. " 2.20 "	29,000	765,000	676	500	795,176	17,493 87½
Totals	45,032,953	258,791,850	149,674	135,016	304,109,493	5,505,578 60$\frac{5}{10}$

E. P. STANTON,
Superintendent, Postage Stamp Branch.

SESSIONAL PAPER No. 24

DIX J.

Stamps, &c., for the Year ended June 30, 1902.

ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps, &c., destroyed, as unfit for use.	Stamps, &c., on hand June 30, 1902.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the year.
					$ cts.	$ cts.
½c. postage stamps	1,195,300	2,169	101,600	1,299,969	6,495 34½	5,976 50
1c. "	68,066,800	29,166	16,793,800	84,889,766	848,897 66	680,668 00
2c. "	162,407,200	66,892	21,103,900	183,577,992	3,671,559 84	3,248,144 00
5c. "	5,331,900	5,971	475,350	5,813,221	290,661 05	266,595 00
8c. "	94,900	1,288	.....	96,188	7,695 04	7,592 00
10c. "	606,225	1,072	25,650	633,247	63,324 70	60,652 50
20c. "	106,750	401	21,050	128,201	25,640 20	21,350 00
50c. "	17,050	272	323,400	340,722	170,361 00	8,525 00
10c. special delivery stamps	32,580	644	55,685	88,909	8,890 90	3,258 00
3c. postage stamps	.....	2,921	.....	2,921	87 63	.....
2c. stamp books	366,295	665	16,334	383,294	95,823 50	91,573 75
83 Jubilee stamps	.....	.....	2,650	2,650	7,950 00	.....
84 "	.....	.....	3,050	3,050	12,200 00	.....
85 "	.....	.....	2,100	2,100	10,500 00	.....
1c. Jubilee post cards	.....	.....	3,000	3,000	30 00	.....
1c. post bands	388,000	870	50,500	439,370	5,492 12½	4,850 00
1c. letter cards	195,100	1,626	.....	196,726	1,967 26	1,951 00
2c. "	352,000	1,530	.....	353,530	7,070 60	7,040 00
3c. "	.....	958	.....	958	28 74	.....
1c. post cards	21,855,300	28,648	1,193,100	23,077,048	230,770 48	218,553 00
1c. " advt., single	244,100	.....	78,400	322,500	3,225 00	2,441 60
1c. " " 8 on sheet	837,000	.....	45,000	882,000	8,820 00	8,370 00
1c. " " 16 on sheet	344,000	.....	58,000	402,000	4,020 00	3,440 00
2c. postal union cards	28,200	2,654	52,100	82,954	1,659 08	564 00
2c. reply cards	149,850	712	24,440	174,962	3,499 24	2,997 00
1c. stpt. env. at $1.20 per 100	98,100	381	19,300	117,781	1,413 37½	1,177 20
1c. " 1.25 "	.....	158	.....	158	1 97½	.....
2c. " 2.20 "	756,200	676	38,300	795,176	17,193 87½	16,636 40
Totals	263,473,150	149,674	40,486,669	304,109,493	5,505,578 60⅘	4,662,354 35

R. M. COULTER,
Deputy Postmaster General.

APPENDIX J *Concluded.*

STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the year ended June 30, 1902, as compared with the issue of the preceding fiscal year.

Denominations.	Issue, 1901 02.		Issue, 1900 01.		Increase.		Decrease.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
		$ cts.		$ cts.		$ cts.		$ cts
½c. postage stamps	1,195,300	5,976 50	1,280,000	6,400 00	.....	.....	84,700	423 50
1c. "	68,066,800	680,668 00	62,791,500	627,915 00	5,275,300	52,753 00	.....	.....
2c. "	162,407,200	3,248,144 00	149,266,600	2,985,332 00	13,140,600	262,812 00	.....	.....
(*a*) 3c. "	.....	.....	387,600	11,628 00	.....	.....	387,600	11,628 00
5c. "	5,331,900	266,595 00	4,941,950	247,097 50	389,950	19,497 50	.....	.....
(*b*) 8c. "	94,900	7,592 00	285,750	22,860 00	.....	.....	190,850	15,268 00
10c. "	606,525	60,652 50	531,525	53,152 50	75,000	7,500 00	.....	.....
20c. "	106,750	21,350 00	145,325	29,065 00	.....	.....	38,575	7,715 00
50c. "	17,050	8,525 00	61,150	30,575 00	.....	.....	44,100	22,050 00
10c. special delivery stamps	32,580	3,258 00	30,280	3,028 00	2,300	230 00	.....	.....
2c. stamp books	366,295	91,573 75	322,585	80,646 25	43,710	10,927 50	.....	.....
82 jubilee stamps	.....	.....	8,775	17,550 00	.....	.....	8,775	17,550 00
83 "	.....	.....	1,250	3,750 00	.....	.....	1,250	3,750 00
84 "	.....	.....	1,775	7,100 00	.....	.....	1,775	7,100 00
85 "	.....	.....	3,325	16,625 00	.....	.....	3,325	16,625 00
1c. post bands	388,000	4,850 00	408,000	5,100 00	.....	.....	20,000	250 00
(*c*) 1c. letter cards	195,100	1,951 00	214,500	2,115 00	.....	.....	16,400	161 00
(*d*) 2c. "	352,000	7,040 00	287,900	5,758 00	64,100	1,282 00	.....	.....
1c. post cards	21,855,300	218,553 00	21,456,500	214,565 00	398,800	3,988 00	.....	.....
1c. " advertising single	244,100	2,441 00	278,300	2,783 00	.....	.....	34,200	342 00
1c. " " 8 on sheet	837,000	8,370 00	775,000	7,750 00	62,000	620 00	.....	.....
1c. " " 16 "	344,000	3,440 00	260,000	2,600 00	84,000	840 00	.....	.....
2c. postal union cards	28,200	564 00	45,600	912 00	.....	.....	17,400	348 00
2c. reply cards	149,850	2,997 00	129,550	2,591 00	20,300	406 00	.....	.....
1c. stamped envelopes at $1.20 per 100	98,100	1,177 20	125,400	1,504 80	.....	.....	27,300	327 60
2c. " " $2.20	756,200	16,636 40	578,900	12,735 80	177,300	3,900 60	.....	.....
Totals	263,473,150	4,662,351 35	244,616,040	4,401,138 85	19,733,360	364,756 60	876,250	103,541 10

(*a*) Last issue, March, 1901. (*b*) Last issue, Dec. 16, 1901. (*c*) Last issue, April 4, 1902. (*d*) Last issue, June 28, 1902.

Increase in number of pieces issued..... 18,857,110
Increase in value of issue..... $261,215.50

E. P. STANTON,
Superintendent, Postage Stamp Branch.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX K

TRANSACTIONS OF THE

POSTAL STORES BRANCH

APPENDIX K

POSTAL STORES

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

Printing, Binding, Lithographing, &c.	$ cts.
King's Printer's Accounts (*Inside Service*)	13,516 93
" " (*Outside Service*)	43,065 02
Stationery.	
Stationery Office Accounts (*Inside Service*)	6,151 00
" " (*Outside Service*)	18,571 69
Mail bags, mail locks, &c	27,560 13
Stamping material, scales and weights, &c	18,547 37
Street letter boxes and miscellaneous items of post office expenditure	3,508 42
Letter Carriers' uniforms, &c	17,273 08
Total	148,193 64

NOTE :—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1901, to June 30, 1902, amounted to the sum of	295 70
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones, amounted to	33 76
Total	329 46

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1901, the balance carried forward June 30, 1902, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Forms.	Envelopes	Books and Pamphlets.	Tags, Cards and Labels.	Writing Paper (sheets).	Miscellaneous.	Value.
							$ cts.
Balance in stock, June 30, 1901....	11,157,720	2,216,245	70,215	812,531	236,190	.....	34,975 21
Received from King's Printer....	18,058,034	2,617,050	112,587	17,713,105	121,260	92,817	56,581 95
Total.....	29,215,754	4,833,295	182,802	18,525,636	357,450	92,817	91,557 16
Issued to the Inside Service.....	1,802,206	1,226,153	52,021	20,579	72,760	42,380	16,678 68
" Outside Service.....	19,401,473	2,341,927	84,352	18,129,412	134,015	50,437	46,532 83
Total.....	21,203 679	3,568,080	136,373	18,149,991	206,775	92,817	63,211 51
Obsolete articles destroyed.....	9,820	.....	.....	.....	.....	.....	.....
Balance in stock, June 30, 1902....	8,002,255	1,265,215	46,429	375,645	150,675	.....	28,345 65

STATEMENT showing the number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper*, and *Miscellaneous Articles* specially printed, and issued from stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Forms.	Envelopes	Books and Pamphlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscellaneous.	Value.
							$ cts.
Inside Service, from stock	1,085,351	778,303	6,505	16,422	67,720	.....	8,452 45
" special printing.. .	716,855	447,850	35,516	4,157	5,040	42,380	8,226 23
Total.....	1,802,206	1,226,153	42,021	20,579	72,760	42,380	16,678 68
Outside Service, from stock. . .	19,192,021	2,337,427	74,539	5,988,788	85,515	50,433	39,824 83
" special printing....	209,552	4,500	9,813	12,140,624	48,500	4	6,708 00
Total.	19,401,473	2,341,927	84,352	18,129,412	134,015	50,437	46,532 83
Total issue from stock to Inside and Outside Service.....	19,790,612	2,601,032	81,044	6,015,210	153,235	50,433	46,139 17
Total special printing for Inside and Outside Service	1,413,067	967,048	45,329	12,134,781	53,540	42,384	17,072 34
Grand total.....	21,203,679	3,568,080	136,373	18,149,991	206,775	92,817	63,211 51

APPENDIX K *Continued.*

STATEMENT showing the balance in stock June 30, 1901, the balance carried forward June 30, 1902, and the quantity and cost of *Articles of Stationery* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

—	Baskets, New and Repaired.	Pads, Blotting and Desk.	Books and Pamphlets.	Copying Materials.	Directories.	Duplicating supplies.	Rubber Bands (boxes).	Envelope Openers and Dampers.	Erasers.	Files for Papers, &c.	Gum Arabic (lbs.)	Ink (Bottles, Pellets, &c).	Inkstands.	Knives.	Labels, &c.	Lead Pencils, Leads, &c.	Mucilage (Bottles and Brushes, &c).	Paper Bands.	Blotting Paper (sheets).	Wrapping Paper (sheets).
Balance in stock June 30, 1901	..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	954	..	..	..	..
Stationery received during year	177	142	2,059	2,011	279	7,161	1,126	91	1,342	312	163½	980	205	404	8,962	17,786	522	26,500	24,519	232,129
Total	177	142	2,065	2,011	279	7,161	1,126	91	1,342	312	163½	980	205	404	8,962	18,740	522	26,500	24,519	232,129
Issued to the Inside Service	55	32	654	438	109	2,160	405	30	766	89	61	300	64	28	5,812	2,439	311	26,500	9,653	53,813
" Outside Service	122	110	1,411	1,573	170	5,001	721	61	576	223	102½	680	141	376	3,150	16 283	211	..	14,866	178,316
Total issue	177	142	2,065	2,011	279	7,161	1,126	91	1,342	312	163½	980	205	404	8,962	18,722	522	26,500	24,519	232,129
Balance in stock June 30, 1902	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18	..	..	..	..

APPENDIX K—*Continued.*

STATIONERY—*Concluded.*

	Writing Paper (sheets).	Envelopes.	Paper Fasteners (boxes).	Pens (Boxes, Fountain, &c).	Penholders.	Pins, (Paper Pyramids, &c).	Rulers.	Scissors.	Scratch Pads.	Sealing Wax (lbs.)	Sponges and Sponge Cups.	Stamp Ribbons.	Tape (bunks).	Typewriting Machines.	Typewriting Supplies.	Carbon Paper (sheets).	Twine (lbs.)	Wax Bougies.	Miscellaneous.	Value.
																				$ cts.
Balance in stock June 30, 1901	.....	103,260	.....	..	.....	.....	..	..	..	674	.....	...	.....	..	.....	8,260	108	667	.....	819 69
Stationery received during year	133,738	585,775	1,317	1,571	3,122	1,128	76	160	2,521	3,422	982	81	1,712	11	599	21,008	28,072½	28	42,442	24,722 69
Total	133,738	689,035	1,317	1,571	3,122	1,128	76	160	2,521	4,096	982	81	1,712	11	599	29,268	28,180½	695	42,442	*25,542 38
Issued to the Inside Service	75,406	117,535	1,026	462	660	481	32	30	1,154	320½	164	10	1,712	7	306	3,248	844	26	1,849	6,179 89
" Outside Service	58,332	559,825	291	1,109	2,462	647	44	130	1,367	3,675½	818	71	...	4	293	25,453	27,216½	372	40,593	19,233 72
Total issue	133,738	677,360	1,317	1,571	3,122	1,128	76	160	2,521	3,996	982	81	1,712	11	599	28,701	28,060½	398	42,442	25,413 61
Balance in stock June 30, 1902	.....	11,675	....	... ..	.....	.....	.....	.....	..	100	.....	..	.....	.....	.....	567	120	297	..	128 77

APPENDIX K—*Continued*

STATEMENT showing the balance in stock June 30, 1901, the balance carried forward, June 30, 1902, and *the Quantity and Cost of Mail Bags, Mail Locks, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Leather Bags, new.	Cotton Duck Bags, new.			Linen Bags, new.					Seamless Cotton Bags, without Fastening.	Satchels and Pouches.			Mail Bags Repaired, &c.				Letter Carriers' Straps.	Patent Slip Label Cases.
		Bar Clamp Lock Fastening. Class I and II.	Bolt and Wax Seal Cup Fastening. Class III.	Waterproof Staple and Strap Fastening. Class IV and V.	Red Striped Bar Clamp Lock Fastening. Class I.	Red Striped, Bolt and Wax Seal Cup Fastening. Class II.	Drab Bolt and Wax Seal Cup Fastening. Class V and VIII.	Drab and Yellow, without Fastening. Class III, IV and VII.	Drab Sacks for Newspapers. Class VI.		Leather Satchels. Class II.	Brown Duck Satchels. Class III and IV.	Reversible Cotton Duck Pouches. Class VI.	Leather.	Linen.	Cotton Duck, &c.	Satchels and Pouches.		
Balance in stock June 30, 1901	37	672	1	121	39	568	13	38	3,274	382	2	69	1	103	5,689	590	....	164	2,947
Received, purchased or repaired	....	3,400	90	116	72	550	11	599	7,500	450	24	229	804	1	22,291	10,881	131	288	3,900
Returned from circulation and added to stock for re-issue	....	....	....	21	....	....	....	....	....	....	....	....	....	9	15,320	2,867	....	2	14,515
Total	37	4,072	91	258	111	1,118	24	637	10,774	832	26	298	805	113	43,300	14,338	131	454	20,462
Issued to Inside Service	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2,246	....	....	....	....
„ Outside Service	18	2,953	90	154	47	741	11	599	9,262	578	24	270	804	16	37,668	13,799	131	365	16,865
Total issue	18	2,953	90	154	47	741	11	599	9,262	578	24	270	804	16	39,914	13,799	131	365	16,865
Balance in stock June 30, 1902	19	1,119	1	104	64	377	13	38	1,512	254	2	28	1	97	3,386	539	....	89	3,597

APPENDIX K—*Continued.*

Quantity and Cost of Mail Bags, Mail Locks, &c.—Concluded.

	Mail Locks.						Keys for Mail Locks.										Value.
	Steel Ferrules for Cords.	Obsolete.	International Registered. New.	International Registered. Repaired.	Patent Steel Clamp Lock. New.	Patent Steel Clamp Lock. Repaired.	Obsolete.	International Registered.	Patent Steel Clamp.	Mail Catching Posts, new and repaired.	Parcel Post Hampers, new and repaired.	Presses with stationary die and extra dies, for lead seals.	Lead Seals.	Old Fastenings.	Miscellaneous.	
																	$ cts.
Balance in stock June 30, 1901	2,707	21,301	34	...	256	61	4,478	24	523	....	30	...	5,800	2,622	1,521		9,462 00
Received, purchased or repaired	21,000	....	..	.	80	3,000	5,340	..	...	3,000	14	5	221	125,000	....	1,369	27,560 13
Returned from circulation and added to stock for re-issue	...	....	.....	..	8	.	1,055	9,785	....	...	38	.....	.....	.....	3,631	5,544	15,228 50
Total	23,707	21,301	42	80	4,311	15,189	4,478	24	3,561	14	35	221	130,800	6,253	8,437		52,250 63
Issued to Inside Service	.....	....	...	...	.....	.	.....	.....	..	.....	.....	.....	.....	...	...		1,796 80
" Outside Service	22,218	23	9	80	2,981	13,896	15	...	2,612	14	9	221	129,000	1,109	7,761		37,578 21
Total issue	22,218	23	9	80	2,981	13,896	15	...	2,612	14	9	221	129,000	1,109	7,761		39,375 01
Balance in stock June 30, 1902	1,489	21,278	33	....	1,330	1,293	4,463	24	949	....	26	...	1,800	5,144	676		12,875 62

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1901, the balance carried forward, June 30, 1902, and the Quantity and Cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Dated Stamps.		Brass Cr wn Seals, New and Repaired.	Numbering Machines, New and Repaired.	Face-simile Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	Revolving Cancellers		Stamping Sets Nos. 1 and 2 without ink.	Stamping Pads, New and Repaired.	Fountain Pads.	Indelible Stamping Ink.			
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gills.	Bottles for Rubber Stamps, &c.
Balance in stock, June 30, 1901						89	1,672		81	253	18	77	33	40	479	
Received—Purchased or repaired	1,071	166	105	8	8	195	3,284	128	12	3,560	515	471	180	180	5,701	87
Returned from circulation and added to stock for reissue						1	290		5	19	1	1	1	3	45	
Total	1,071	166	105	8	8	285	5,246	128	98	3,772	534	549	214	223	6,224	87
Issued to the Inside Service					1	7					4	5				1
" Outside Service	1,071	166	105	8	7	247	3,865	128	74	3,428	516	527	186	204	6,157	86
Total issue	1,071	166	105	8	8	254	3,865	128	74	3,428	520	532	186	204	6,157	87
Balance in stock, June 30, 1902						31	1,381		24	344	14	17	28	19	67	

APPENDIX K *Continued.*

Stamping Material, Scales and Weights, &c. Concluded.

	Type.			Rubber Stamping Cushions, Large and Small.	Scales.						Extra Weights.	Mail Marking Machines.		Brushes for Cleaning Dated Stamps.	Wooden Boxes for Ink.	Miscellaneous.	Value.
					Letter (16 oz.)		Parcel (12 lb.)		Platform, &c.								
	Figures.	Months, &c.	Rubber Font of, &c.		New.	Repaired, &c.	New.	Converted, Repaired, &c.	New.	Repaired, &c.		Rental of.	Supplies for.				
																	$ cts.
Balance in stock, June 30, 1901	2,500	1,148		175	25	....	19	.....	....	6	819	....	....	21	343	9	1,481 12
Received Purchased or repaired	16,331	4,895	361	1,052	250	118	51	17	1	51	225	16	29	24	1,900	14	18,547 37
Returned from circulation and added to stock for reissue				11	4	3	..	3	...	25	852	..	.....	...	300	...	370 95
Total	18,831	6,043	361	1,238	279	121	70	50	1	82	1,926	16	29	45	2,543	23	20,399 44
Issued to the Inside Service		..	34	...	...	...	...	.....	..	...	...	....	....	....	.....	1	36 62
" Outside Service	16,578	3,681	327	1,039	256	121	65	50	..	72	1,141	16	29	18	2,170	13	18,841 32
Total issue	16,578	3,681	361	1,039	256	121	65	50	...	72	1,141	16	29	18	2,170	14	18,877 94
Balance in stock, June 30, 1902	2,253	2,362	..	199	23		5		1	10	782	.	.	27	73	9	1,521 50

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1901, the balance carried forward, June 30, 1902, and the Quantity and Cost of *Street Letter Boxes and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Street Letter Boxes.												D. K. Miller Safety Locks.		Mail Clerks' Tin Boxes, New and Repaired.	Tin Travelling Letter Boxes, New and Repaired.	Wooden Stores Boxes, New and Repaired.	Bogie Holders.	Tin Labels, Signs, &c.	Mail Trucks, New and Repaired.	Tin Plates for Money Order Books of Issue.	Key Chains.	Special Letter Boxes.	Miscellaneous.	Value.
	New.																								
	Wrought Iron.																								
	Old Pattern.	Flat Top, for Hotels, No. 1.	Sloping Top, for Cities, Large, No. 2.	Sloping Top, for Cities, Small, No. 3.	Sloping Top, for Towns, Small, No. 4.	Newspapers and Parcel Boxes.	Repaired and Converted.	Removing and Fitting up.	Keys for.	Inside attached Lock, New and Repaired.	Miscellaneous Charges for.	New and Repaired.	Keys for.												$ cts.
Balance in stock, June 30, 1901	8	12	10	30	19	134	27	...	15	23	137	81	273	3	11	...	23	..	...	2,163	155	..	83	4,477 64
Received—Purchased or repaired	...	...	30	..	20	35	145	283	90	12	420	101	111	34	46	154	25	56	5	.....	...	14	1,062½	3,508 12
Returned from circulation and added to stock for reissue	2	1	4	...	4	2	5	...	1	1	3	8	1	..	.....	.....	.....	.....	.....	.....	...	6	17	219 95
Total	10	13	74	30	43	171	177	283	136	36	560	190	385	37	57	154	48	56	5	2,163	155	20	1,162½	8,206 01
Issued to the Inside Service	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	154	....	38	1	1,463	...	...	...	226 41
" Outside Service	5	1	62	13	12	97	161	283	105	21	388	106	54	32	51	...	20	18	1	.....	106	15	1,109½	5,475 64
Total issue	5	1	62	13	12	97	161	283	105	21	388	106	54	32	51	154	20	56	5	1,463	106	15	1,109½	5,702 08
Balance in stock, June 30, 1902	5	12	12	17	1	74	16	....	31	15	172	84	331	5	6	...	28	...	...	700	49	5	53	2,503 93

STATEMENT showing the balance in stock, June 30, 1901, the balance carried forward, June 30, 1902, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1901, to June 30, 1902.

	Cloth for Letter Carriers' Uniforms	Overcoats.	Tunics.		Trousers.		Monograms, Large and Small.	Brass Buttons and Numbers.	Waterproof Coats.	Oilskin Capes	Helmets.	Caps.	
			Cloth.	Serge.	Cloth.	Serge.						Cloth.	Fur.
	Yds.												
Balance in stock, June 30, 1901	.....	10	26	35	18	31	623	12,051	150	144	146	174	73
Purchased	1,192¼	164	266	488	514	185	3,021	15,264	198	125	546	....	....
Returned from circulation and added to stock for reissue	74¾	3	7	10	5	6	67	9,204	9	9	11	3	5
Total	1,267⅛	177	299	533	537	522	3,711	36,522	357	278	703	177	85
Issued	3,275	168	275	504	527	502	2,568	28,130	222	110	375	128	76
Balance in stock, June 30, 1902	*902⅛	9	21	29	10	20	1,146	8,392	135	168	328	49	9

* Value $1,181.66.

APPENDIX K—*Concluded.*

Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.—Concluded.

	Fur Collarettes.	Chamois Vests.	Waistbelts.	Leggings.	Leather Boots.	Rubber Boots.	Moccasins.	Button Sticks and Brushes.	Lamps.	Mourning Sleeve Bands.	Miscellaneous.	Value.
					Prs.	Prs.	Prs.					$ cts.
Balance in stock, June 30, 1901	1	2	9	15	15	1	2	68	32	30	....	2,540 68
Purchased	7	7	50	60	963	27	157	86	.....	....	29	17,273 08
Returned from circulation and added to stock for reissue	.....	1	14	5	16	.....	5	4	1	.....	.....	492 37
Total	8	10	73	80	994	28	164	158	33	30	29	20,306 13
Issued	7	7	52	53	984	27	159	52	5	..	29	16,279 46
Balance in stock, June 30, 1902	1	3	21	27	10	1	5	106	28	30	....	4,026 67

SIDNEY SMITH,
Controller of Postal Stores.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX L

RAILWAY MAIL SERVICE

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98, 1898-99, 1899-1900, 1900-01 and 1901-02.

Year.	Salaries.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	292,317 58		
1895-96	301,118 51	8,800 93	
1896-97	297,313 21		3,805 30
1897-98	276,075 49		21,237 72
1898-99	276,108 02	32 53	
1899-00	283,551 46	7,443 44	
1900-01	294,219 59	10,668 13	
1901-02	298,148 31	3,928 72	

Year.	Mileage.	Increase.	Decrease.
	$ cts.	$ cts.	$ cts.
1894-95	104,639 58		
1895-96	109,779 61	5,140 03	
1896-97	111,107 61	1,328 00	
1897-98	107,156 46		3,951 17
1898-99	108,050 85	894 39	
1899-1900	114,910 59	6,859 74	
1900-1901	120,660 60	5,750 01	
1901-02	120,994 46	333 86	

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1,	1880	190
"	1885	290
"	1890	372
"	1895	421
"	1896	414
"	1897	385
"	1898	374
"	1899	373
"	1900	397
"	1901	398
"	1902	403

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT showing number of Railway Mail Clerks and Transfer Agents in the employ of this Branch, with classification, on June 30, 1896, 1897, 1898, 1899, 1900, 1901 and 1902.

——	1896.	1897.	1898.	1899.	1900.	1901.	1902.
Superintendents	9	9	9	9	9	9	9
1st class railway mail clerks	67	61	56	60	61	66	67
2nd " "	149	139	132	136	136	154	149
3rd " "	139	133	140	135	140	152	164
Temporary	34	31	25	21	39	5	4
Mail transfer agents	10	7	7	7	7	12	10
Temporary	6	5	5	5	5	..	..
Total	414	385	374	373	397	398	403

In addition to the above there is a staff consisting of one first class clerk, seven second class clerks, twelve third class clerks and two temporary clerks, making a total of twenty-two belonging to the outside service of the department, assisting the superintendents in their offices.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897-98, 1898-1899, 1899-1900, 1900 and 1901.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November 1898	353,563	289,156	81·78	298	1,186
" 1899	357,426	316,804	88 63	305	1,172
" 1900	403,063	359,700	89 24	338	1,192
" 1901	453,962	419,492	92·40	330	1,375

It will be seen by the above statement that a higher percentage of correct distribution has been attained, which goes to show that the staff have endeavoured to perfect themselves in their duties year by year, and shows the advantage to the service of the system of case examination.

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01 and 1901-02.

Months.	Number of		Mis-sent.				Mis-directed.					Errors Checked against other Employees.
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.	Specials.	
July, 1897	95	175	26	7	1	11	...	2	....	3	53	319
August, 1897	125	261	25	1	3	6	1	4	....	....	50	890
September, 1897	163	299	19	1	1	2	..	2	....	1	40	2,007
October, 1897	183	436	21	4	..	8	...	..	...	1	51	2,124
November, 1897	103	308	13	....	....	6	...	1	....	2	47	1,724
December, 1897	159	240	9	3	..	15	2	1	....	1	73	1,407
January, 1898	179	380	21	....	....	9	....	....	3	....	46	1,257
February, 1898	91	165	12	1	1	7	...	....	....	1	27	1,301
March, 1898	139	220	4	4	1	4	...	....	....	1	41	1,280
April, 1898	125	317	11	1	....	11	3	4	1	2	47	1,522
May, 1898	106	205	18	3	3	3	1	....	....	1	45	1,110
June, 1898	133	210	8	...	2	2	2	1	....	2	35	1,140
Total	1,601	3,275	187	25	12	81	9	15	4	15	555	16,090
July, 1898	123	223	10	7	1	17	....	....	....	1	25	1,192
August, 1898	255	672	13	3	4	9	1	..	....	....	47	1,731
September, 1898	168	293	10	2	3	11	....	..	....	1	35	1,982
October, 1898	188	358	14	3	2	8	3	....	1	1	47	2,564
November, 1898	192	593	17	1	1	9	1	2	....	2	39	1,903
December, 1898	97	271	17	5	1	15	1	...	2	....	37	1,436
January, 1899	110	274	9	....	....	4	2	...	....	..	38	1,440
February, 1899	134	293	11	5	....	6	....	....	....	....	30	1,634
March, 1899	146	273	20	...	2	16	1	2	....	....	26	988
April, 1899	105	233	10	1	....	5	3	....	2	1	16	916
May, 1899	172	267	16	5	2	19	....	1	....	1	36	1,774
June, 1899	109	188	20	3	3	5	..	....	....	2	35	1,630
Total for fiscal year ended June 30, '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897 98, 1898–99, 1899–1900, 1900–01 and 1901–02 —*Continued.*

MONTHS.	NUMBER OF		MIS-SENT.				MIS-DIRECTED.					
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.	Specials.	Errors Checked against other Employees.
July, 1899	135	267	14	4	4	8	1	...	1	...	35	1,296
August, 1899	134	246	31	2	6	12	...	...	1	1	34	1,096
September, 1899	121	24	19	1	2	9	1	3	...	...	25	1,167
October, 1899	89	140	32	2	3	7	4	...	...	...	27	936
November, 1899	118	194	13	6	1	13	1	...	...	...	23	1,247
December, 1899	112	172	24	6	...	10	...	1	...	3	31	931
January, 1900	89	147	13	...	...	11	1	...	2	...	27	870
February, 1900	93	195	20	3	1	9	...	...	...	2	20	610
March, 1900	132	263	19	...	1	22	...	1	2	...	17	1,311
April, 1900	105	255	14	2	...	11	...	3	1	2	14	1,088
May, 1900	123	206	36	2	1	10	...	...	1	4	38	1,149
June, 1900	135	224	14	1	2	8	...	...	...	...	27	923
Total for fiscal year ended June 30 '00	1,386	2,555	249	29	21	130	8	8	8	12	318	12,638
July, 1900	122	222	31	3	3	12	1	2	...	...	21	1,107
August, 1900	187	416	26	4	5	10	...	...	...	2	20	1,811
September, 1900	191	292	15	3	3	12	2	...	...	2	21	938
October, 1900	138	171	22	5	1	2	1	...	...	4	33	797
November, 1900	134	272	34	1	3	8	...	...	1	5	44	873
December, 1900	117	164	17	1	...	10	2	1	...	...	42	747
January, 1900	85	205	23	...	...	5	3	..	1	2	26	564
February, 1901	109	164	9	2	3	7	...	1	1	2	21	522
March, 1901	101	184	14	2	2	2	...	...	2	2	34	652
April, 1901	119	205	18	1	1	11	2	3	...	...	29	811
May, 1901	110	151	17	6	5	7	...	1	...	1	32	891
June, 1901	121	214	14	4	4	11	...	..	...	...	27	474
Total for fiscal year ended June 30, '01	1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
July, 1901	134	299	11	5	17	7	...	...	1	...	38	726
August, 1901	113	158	23	4	2	5	...	...	...	...	36	528
September, 1901	111	184	17	2	1	1	1	...	...	...	20	688
October, 1901	119	235	15	...	1	4	...	...	...	1	39	888
November, 1901	101	157	30	...	...	2	4	...	...	10	39	705
December, 1901	85	114	16	...	...	2	1	...	..	...	39	721
January, 1902	86	141	14	2	...	11	..	.	...	1	46	706
February, 1902	76	158	3	1	4	1	...	1	...	...	32	649
March, 1902	106	154	23	...	1	6	...	...	...	...	23	779
April, 1902	89	136	23	..	...	4	1	...	..	...	32	681
May, 1902	61	101	11	...	...	3	1	...	...	...	43	455
June, 1902	100	150	15	4	...	7	3	4	..	...	33	595
	1,181	1,987	201	18	26	53	11	5	1	12	420	8,121
Total for fiscal year ended June 30, '98	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
" " " '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
" " " '00	1,386	2,555	249	29	21	130	8	8	8	12	318	12,638
" " " '01	1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
" " " '02	1,181	1,987	201	18	26	53	11	5	1	12	420	8,121

APPENDIX L—*Continued.*

RAILWAY MAIL SERVICE.

During the fiscal year 1901-02, 348·9 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on June 30, 1902, of 17,267·74.

The following statement shows the details of such additional service :—

NEW SERVICES BY RAILWAY.

Railway.	Terminal Points.	Distance in Miles.	Service.
Canadian Northern	Rainy River—Ft. Frances	54·5	Tri-weekly B.C.
" "	Swan River—Bowsman	9·7	Weekly B.C.
" "	Beaver—Gladstone	17·8	Tri-weekly B.C.
Canadian Pacific	Manor—Arcola	18·8	Tri-weekly B.C.
" "	MacGregor—Edrans	17·	Semi-weekly B.C.
" "	Wood Bay—Snowflake	16·3	" "
" "	Berthier—Berthier Junction	2·	Three times daily.
" "	Caledonia Springs—Ottawa	50·8	Daily (inc. Sunday).
" "	St. Pie—St. Guillaume	30·4	Daily B.C.
Inverness Railway and Coal Co.	Point Tupper—Broad Cove Mines	60·9	" "
Manitoulin and North Shore Ry.	Sudbury—Gertrude Mines	13·	" "
Quebec Southern	St. Hyacinthe—Noyan	35·	" "
South Shore	Sorel—St. François du Lac	16·5	" "
Increased mileage on the following railways, as per statement :—			
Canadian Northern		1·9	
Canadian Pacific		0·5	
Thousand Islands		2·5	
Victoria and Sidney		1·3	
	Total	348·9	

APPENDIX L—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canadian Northern..	Rainy River—St. Frances.....	54·5	From semi-weekly to tri-weekly.
" " ..	Winnipeg—P. la Prairie. ...	55·4	From B.C. to R.P.O.
" " ..	La Broquerie—Rainy River....	113·	Additional weekly B.C.
" " ..	Dauphin—Swan River.....	101·7	" "
Canadian Pacific....	Calgary—Edmonton	191·8	" "
" "	Alameda—Frobisher.... . .	7·6	Additional semi-weekly B.C.
" "	High River—Nanton.....	17·4	" "
" "	Montreal—St. Agathe...	63·8	Additional daily B.C., one way.
" "	Farnham—Bedford.....	12·	Single daily B.C. service.
" "	Quebec—Three Rivers.....	77·4	" " "
" "	Toronto—Streetsville....	21·7	Daily R.P.O. service.
Intercolonial..	Lévis—Montreal.....	162·83	Additional daily single B.C.
"	Montreal—Lévis..... . ..	162·83	" weekly B.C.
Michigan Central...	St. Thomas—London.....	15·48	" daily single B.C.

NOTE.—In addition to the above the usual variations in mail service, as changes were necessitated, occurred during the fiscal year.

RAILWAY MAIL SERVICE.

During the year ended June 30, 1902, mail service was established on 348·9 miles of additional lines as follows :—

Name of Railway.	Places between which New Railways have been used for Mail purposes since June, 1901.	Miles.
Canadian Northern—		
Ontario Division..... ..	Extension from Rainy River to Fort Frances.....	54·5
Manitoba "	" Swan River to Bowsman....	9·7
" "	Increased mileage between P. la P. and Dauphin.....	1·9
" "	Extension from Beaver to Gladstone...	17·8
Canadian Pacific—		
Arcola Branch.....	" Manor to Arcola.	18·8
Lac du Bonnet Branch	Increased mileage between Molson and Lac du Bonnet	·5
Wellwood "	MacGregor and Edrans.....	17·
Snowflake "	Wood Bay and Snowflake.....	16·3
Berthier Junction Section..	Berthier and Berthier Junction	2·
Montreal and Ottawa Section.....	Extension from Caledonia Springs to Ottawa.....	50·8
St. Guillaume Branch.....	" St. Pie to St. Guillaume..... .	30·4
Inverness Railway and Coal Co	Point Tupper and Broad Cove Mines.....	60 9
Manitoulin and North Shore..... ...	Sudbury and Gertrude Mines.....	13·
Quebec Southern (*).....	Extension from St. Hyacinthe to Noyan...	55·
South Shore	" Sorel to François du Lac.....	16·5
Thousand Islands.	Increase owing to removal of Gananoque Station.....	2 5
Victoria and Sidney.....	" " Victoria Post Office.....	1·3
	Total.	348·9

(*) This line is not used by the department between St. Damase and St. Gregoire Station—17 miles.

APPENDIX L—*Continued.*

STATEMENT of Distance travelled with Mails on each Railway in Canada during Fiscal Year ended June 30, 1902.

Name of Railway.	Actual Length of Railway in Miles.	Service by Postal Cars. — Distance in Miles.					Service by Baggage Cars. Distance in Miles.						Actual Annual Mileage by Postal Cars.	Actual Annual Mileage by Baggage Cars.
		Daily, including Sunday.	Six times per week.	Tri-weekly.	Semi-weekly.	Weekly.	Daily, including Sunday.	Six times per week.	Five times per week.	Tri-weekly.	Semi-weekly.	Weekly.		
Alberta Ry. and Coal Co.	66·5									133·				20,615·
Atlantic and Lake Superior	98·		196·										63,852·	
Bay of Quinté	60·		208·					50·				16·	65,001·	16,373·
Boston and Maine	33·75		67·5					81·7				3·55	21,127·5	23,534·4
Brockville, Westport and S.S. Marie	45·		90·										28,170·	
British Columbia Electric Ry.	12·							48·						15,024·
Canada Atlantic	381·		310·5					544·1		12·6			97,186·5	223,980·5
Canada Coals and Ry. Co.	12·							24·						7,512·
Canada Eastern	120·							318·						99,434·
Canadian Northern	808·7			616·2				50·			339·8	39·8	100,681·	135,708·8
Canadian Pacific	7,883·07	6,778·	7,600·	2,240·		136·	640·	7,000	14·	1,100·	1,555·	981·8	4,514,033·5	2,410,635·4
Caraquet	65·							130·						10,430·
Central (N.S.)	74·							148·		701·				46,047·
Central (N.B.)	45·							90·						27,961·
Central Ontario	116·		268·					38·					84,816·	11,468·
Central Vermont	88·28		238·21				104·	241·32				52·	74,569·	97,856·
Cumberland Ry. and Coal Co.	32·							84·						25,272·
Dominion Atlantic	217·		134·					198·					135,842·	61,974·
Elgin and Havelock	27·							54·						16,902
Esquimalt and Nanaimo	78·		156·										48,672·	
Grand Trunk	2,930·18	333·	7,984·			333·	2,072·	6,314·				169·31	2,497,922	2,813,196·19
Great Northern	51·							170·						53,445
Halifax and Yarmouth	50·							100·			100·			11,700·
H. G. and Beamsville Electric Ry.	10·							40·						12,520·
Hull Electric Ry.	7·33		14·66					29·32					3,466·	9,753·
Intercolonial	1,226·9		1,945·88					1,859·94				204·94	1,475,962·9	676,835·08
Inverness Ry. and Coal Co.	60·9													3,045·
Irondale, Bancroft and Ottawa	40							60·		20·				21,900·
Kootenay Ry. and Navigation Co.	28·5						56·							21,558·
Kent Northern	27·							54·						16,902

Kingston and Pembroke	104		208					94					64,990	29,422	
Lake Erie and Detroit River	173	53	301	22				188	02				94,402	58,584	66
Main Central	53							106						33,178	
Manitoulin and North Shore	13							26						416	
Metropolitan Electric Co	28							112						35,056	
Michigan Central	356	6	631	8				415	6				197,753	137,644	9
Moncton and Buctouche	32							64						20,032	
Montfort Colonization	33							66						20,138	
Nelson and Fort Sheppard	60							120				60		40,366	
New Brunswick and P. E. Island	36							72						26,352	
New Brunswick Southern	82	5						165						51,645	
New Westminster and Southern	24	3									48	6		7,512	
New York Central and Hudson Riv.	54							224						70,112	
Orford Mountain	28							56						17,528	
Ottawa, Northern and Western	57	9	119					49					36,997	5,772	
Ottawa and New York	54	8						113	4					35,324	1
Pontiac Pacific Junction	70	6	118	6				22	6				36,934	6,886	
Prince Edward Island	206	6	352	2				472	2				108,238	129,898	
Quebec Central	213		489					30					154,579	12,090	
Quebec and Lake St. John	241		113					426				57	82,906	81,394	
Quebec Ry., Light and Power Co	25	22						90						29,422	
Quebec Southern	71							141	66					41,239	2
Red Mountain	10						20							7,300	
St. Mary's River	49										98			14,988	
Salisbury and Harvey	45		90										28,170		
South Shore	61	5						171						50,025	
Sydney and Louisburg	39							186						45,024	
Temiscouata	113		226										70,738		
Thousand Islands	6						24	48						16,272	
Tilsonburg, Lake Erie and Pacific	20							60						18,780	
Toronto, Hamilton and Buffalo	80	58						280	97					87,943	61
Victoria and Sidney	17	3						34	6					10,237	
White Pass and Yukon	111	2						222	4					70,237	2
Total	17,267	74	7,111	25,161	6	2,866	2	469	2,916	21,812	83	14	2,015	2	1,994	8	1,584	4	10,086,992	8,162,397	04

APPENDIX L—*Continued.*

Detail of service performed by postal and baggage car during the fiscal year 1901–02.

POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays	7,111
Daily, excluding Sundays	25,161·6
Tri-weekly	2,866·2
Weekly	469
	35,607·8

Or when reduced to a daily (except Sunday) basis, 35,000 miles.

BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays	2,916
Daily, excluding Sundays	21,812·83
Five times a week	14
Tri-weekly	2,015·2
Semi-weekly	1,994·8
Weekly	1,584·4
	30,337·23

Or when reduced to a daily (except Sunday) basis, 26,712 miles.

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to June 30, 1902.

DATE.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggagecars. Distance travelled in miles.	Total distance. Daily.	Total distance. Yearly.
In June, 1896	14,669	28,654	19,153	47,807	14,915,784
" 1895	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,049
In June, 1897	14,779	29,000	19,302	48,302	15,118,526
" 1896	14,669	28,654	19,153	47,807	15,915,784
	110	346	149	495	202,742
In June, 1898	15,324	29,540	20,855	50,395	15,773,635
" 1897	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899	15,848	31,000	21,898	52,898	16,132,255
" 1898	15,324	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1900	16,554	33,514	24,754	58,268	16,743,466
" 1899	15,848	31,000	21,898	52,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901	16,962	34,695	26,014	60,709	17,625,847
" 1900	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	882,381
In June, 1902	17,268	35,000	26,712	61,712	18,249,389
" 1901	16,962	34,695	26,014	60,709	17,625,847
	306	305	698	1,003	623,542

The additional miles of railway over which mails have been carried since June, 1901, is		348·9
Less the following decrease since June, 1901 :—		
Canada Atlantic—Lacolle Jct. and St. Louis	32·8	
Canadian Pacific—Decrease on Boundary Sec	·9	
Great Northern—Decrease between Valcartier and Ste. Catherine Stn. owing to new cut off	1·	
Quebec & Lake St. John do do	1·	
Kootenay Ry. & Nav. Co.—Sandon and Cody	5·	
Ott. Nor. & Western—Decrease owing to discontinuance of service to and from Central Station, Ottawa	1·6	
Sydney & Louisbourg—Decrease in distance	1·	
		43·3
Actual increase		305·6

APPENDIX L—*Continued.*

In addition to the annual mileage performed by railway the following mail service by water was performed during the fiscal year :—

District.	Mileage.
British Columbia	583,404
Manitoba	33,086
Ontario	351,573
Quebec	168,226
New Brunswick	43,764
Nova Scotia	68,760
Total	1,248,813

Service performed 1900-01	1,217,590
" " 1901 02	1,248,813
Increase	31,223

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1901-1902

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1902

[No. 25—1903.]

To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto, G.C.M.G., &c., &c., Governor General of Canada.

May it please Your Excellency:—

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal year ending June 30, 1902.

Respectfully submitted,

CLIFFORD SIFTON,
Minister of the Interior.

Ottawa, December 1, 1902.

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ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR 1902

DEPARTMENT OF THE INTERIOR,
OTTAWA, November 15, 1902.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior.

SIR,—I have the honour to submit the report of the Department of the Interior for the twelve months ending June 30, 1902, being the 29th annual statement since the inception of the department in 1873.

The results obtained during the year 1900-1 showed such a remarkable advance over the work of the preceding twelve months that it was scarcely expected that there could be a very large increase in the results obtained during the last season. Expectations in this regard, therefore, as shown by the returns submitted, would appear to have been more than fully realized. There was, it is true, a falling off in the gross receipts of the department, to which more special reference will be made later on, but as this is not a revenue department the success of the general results attending the work of the different branches of the service cannot be measured by the amount of revenue collected in connection with the disposal of the lands under the control of the Crown. The main object in view in framing the policy of the department has been the settlement of the country with a proper class of people and that this object has been fully attained is clearly demonstrated by the fact that the increased settlement in the west has been such within the last two years that the demand for holdings has caused the price of land and scrip to more than double in value. The agricultural capabilities of Manitoba and the North-west Territories are now questioned by no one. The bountiful harvests of last year and the year before have removed any doubt which might have existed in this regard, and that the utmost confidence now exists as to the suitability of western Canada as a field for settlement, especially amongst the classes to which we should look for the very best kind of farmers, is fully demonstrated by the continual stream of practical agriculturists who are now leaving the western states to seek homes in Manitoba and the North-west Territories. These results go to confirm the statement made last year that the methods employed by the department are the best

that could be devised under the circumstances. In fact, these methods have proved so successful that even in the event of a failure in the crops, which is less likely to occur as the country becomes more thickly settled, such a correct knowledge has been gained outside as to the real value of North-west lands, that the influx of immigrants in that direction is altogether likely to keep on increasing.

DEPARTMENTAL CHANGES.

One death occurred in the inside service of the department at Ottawa during the year, namely, that of Mr. Joseph de l'Etoile, which took place on the 23rd of May last. Mr. J. de l'Etoile had been in the employ of the government for over thirty years. One death occurred also in the outside service, namely, that of Mr. Roger Goulet, of St. Boniface, Man., who died on the 25th of March last.

With Mr. Roger Goulet passes away one of the few remaining figures who were intimately connected with the early history of the province of Manitoba. Mr. Goulet, before the entry of Manitoba into confederation, had been a member of the old council of Assiniboia, and, as one of the two official surveyors who laid out the holdings of the original settlers in the Red River country, his name has been prominently connected with matters affecting the early settlements. He rendered valuable service to the government during the many years that he was employed in the adjustment of Half-breed and other old land claims, and, while he retained at all times the implicit confidence and friendship of his compatriots, he remained loyal to the government of Canada, and did as much, perhaps, as any one in Manitoba towards conciliating the good-will of the Half-breed population.

Mr. F. F. Forbes, barrister, of Regina, was appointed registrar for the district of Assiniboia, on October 22, 1901, in lieu of Mr. H. W. Newlands, who was transferred to Dawson to fill the position of legal adviser left vacant by the resignation of Mr. Congdon.

Mr. James Bannerman, of Nelson, was appointed to the position of agent of Dominion lands for the district of Kamloops, B.C., on December 9, 1901, vice Mr. E. A. Nash.

Mr. J. W. Hannon was appointed agent of Dominion lands for the district of Prince Albert, on February 26, 1902, which position had been vacant for some time previously.

Mr. A. S. Harrison, of Edmonton, was appointed agent of Dominion lands for the district of Edmonton, on December 1, 1901, in place of Mr. R. A. Ruttan.

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STATEMENT showing Gross Revenue (Cash and Scrip) received from all sources during the fiscal year 1901 1902, compared with the receipts for the previous fiscal year, 1900–1901.

Revenue.	Fiscal year 1901-1902. Cash and Scrip	Fiscal year 1900-1901. Cash and Scrip	Increase.	Decrease.	Total net decrease.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion Lands	1,432,679 25	1,874,159 09		441,479 84	
School Lands	193,410 75	48,049 83	145,360 92		
Seed Grain	20,293 06	15,711 63	4,581 43		
Ordnance Lands	16,967 36	14,604 47	2,362 89		
Fines and Forfeitures	1,955 61	1,977 96		22 35	
Registration Fees	50,854 99	33,979 77	16,875 22		
Casual Revenue	3,900 62	1,587 57	2,313 05		
	1,720,061 64	1,990,070 32	171,493 51	441,502 19	270,008 68

REVENUE.

The gross revenue of the department for the fiscal year ending June 30 last, as shown by the foregoing statement, was $1,720,061.64, being a decrease of $270,008.68, as compared with the previous year. This statement covers all sources of revenue, including cash and scrip. On examination of the statement immediately following showing the receipts on account of Dominion lands from July 1, 1872, to June 30 last, it will be observed that the decrease is chiefly attributable to the falling off in the revenue derived from the royalty on gold mined in the Yukon. It is gratifying to note, however, that there has been a very substantial increase in the amount paid in as homestead fees. In fact, the sum received for this service, namely, $144,425, exceeds that of any year since 1872, and is almost as large as for the two preceding years combined, and more than twice as large as for the year 1882-3, at the time of the Manitoba 'boom,' when there was such an unprecedented and abnormal demand for free homestead lands. The gross amount paid in on account of timber dues, namely, $207,790.90, is nearly similar to the year 1900-1, when it went up as high as $209,399.32, which was the largest amount ever collected under this head. The cash revenue derived from sales of Dominion lands was over $25,000 in excess of the previous year, but there was a very considerable falling off in the amount of scrip redeemed, which also goes to make up for the decrease in the gross revenue of the department.

In 1900-1, consequent upon the large issues of scrip to Half-breeds in Athabaska and the North-west Territories, there was a very large increase in the purchase of land on which scrip was applied in payment, in fact, the amount received on this account, namely, $326,270.03, was the largest since the Half-breed grant of 1885-6. As much of this scrip has now been redeemed, the amount which will be paid in in scrip in future will gradually diminish.

On the whole, therefore, while there has been a falling off in the revenue from mining fees and scrip, there has been the same substantial and corresponding increase in the receeipts on account of Dominion lands generally, as will be found in the returns of entries for free homesteads, land sales and immigrant returns.

STATEMENT showing Receipts on account of Dominion Lands from July 1, 1872, to June 30, 1902

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	Sales.		Map sales, Office and Registration Fees, &c.	Surveyor's Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.
				Cash.	Scrip.					
	$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts	$ cts.	$ cts	$ cts
1872 73	6,960 00			19,170 20						109 25
1873 74	7,310 00			19,834 75				125 50		2,710 55
1874 75	11,510 00			13,666 90		129 00				2,335 25
1875 76	4,680 00			3,478 94	320 00					387 00
1876 77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00	320 00
1877 78	14,540 00			2,794 86	120,159 54		180 00		290 00	1,620 00
1878 79	17,690 00			4,998 39	210,904 84	81 00	310 00	13 70	410 00	325 00
1879 80	41,255 00	10,241 43		45,768 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46
1880 81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34
1881 82	54,155 00	30,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14
1882 83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46
1883 84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10
1884 85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99
1885 86	26,110 00	14,371 00	4,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31
1886 87	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	14,561 00	7,778 40	65,111 74
1887 88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 11	12,078 53	94,964 55
1888 89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,290 00
1889 90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,612 95
1890 91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71
1891 92	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35
1892 93	37,689 74		7,113 50	93,674 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,865 24
1893 94	36,462 26		3,497 76	53,254 71	27,840 96	973 11	40 00	13,457 09	11,097 00	81,290 51
1894 95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,566 90	74,079 20
1895 96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47
1896 97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,527 50	68,992 82
1897 98	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	10 00	21,242 66	10,042 00	119,313 78
1898 99	58,235 00		4,297 62	116,598 35	21,307 58	1,262 05	20 00	75,085 95	13,549 50	155,360 63
1899 1900	72,690 00		4,835 81	103,247 58	88,756 22	1,258 85	190 00	38,072 54	14,937 00	126,315 82
1900 1901	79,910 00		5,213 32	40,360 93	326,270 03	3,874 14	165 00	70,970 54	12,722 00	209,399 32
1901 1902	144,125 00		8,481 46	66,950 21	169,767 13	5,792 96	370 00	71,997 30	663 00	207,790 90
	1,075,306 98	206,741 01	88,769 17	2,739,264 04	3,301,149 52	40,410 45	6,640 00	590,341 24	217,181 78	2,268,789 84

STATEMENT showing Receipts on account of Dominion Lands from July 1, 1872, to June 30, 1902 *Concluded.*

Fiscal Year.	Grazing Lands.		Hay Permits, Mining Fees, Stone Quarries, &c.		Rocky Mountains Park of Canada.	Colonization Lands.		Gross Revenue.	Refunds.	Net Revenue.
	Cash.	Scrip, &c.	Cash.	Scrip.		Cash.	Scrip.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts.
1872-73								26,239 45		26,239 45
1873-74								29,980 80		29,980 80
1874-75								27,641 15		27,641 15
1875-76								8,865 94		8,865 94
1876-77								140,755 02		140,755 02
1877-78								139,584 40		139,584 40
1878-79								234,732 93		234,732 93
1879-80								206,801 37	4,636 08	202,165 29
1880-81								206,990 54	5,038 22	201,952 32
1881-82	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83	22,844 43		913 91			248,492 01		1,051,403 60	8,746 05	1,042,657 55
1883-84	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87	14,242 77	39,487 67	1,570 40	80 00				588,532 80	19,543 16	568,989 64
1887-88	5,922 47	23,023 28	2,273 73	80 00	2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89	2,207 69	16,802 63	3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90	1,305 57	9,021 63	9,242 08		1,094 37			462,536 26	8,209 74	454,326 52
1890-91	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94	5,740 79	7,687 86	6,243 15		2,523 92			250,069 12	4,544 01	245,525 11
1894-95	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96	7,071 86	6,255 90	5,813 51		2,734 82			227,694 93	8,368 79	219,326 14
1896-97	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
1897-98	4,728 58	510 39	699,334 76		3,045 65			1,009,741 63	4,678 55	1,005,063 08
1898-99	5,245 88		1,130,371 60		2,994 16			1,584,328 32	32,296 39	1,552,031 93
1899-1900	8,382 86	4,083 30	1,038,195 42	20 00	2,727 60			1,503,743 00	23,062 28	1,480,680 72
1900-1901	4,726 28	14,671 99	1,101,808 33	20 00	4,047 31			1,874,159 09	18,368 85	1,855,790 24
1901-1902	7,292 46	8,409 27	737,878 43		2,861 13			1,432,679 25	27,081 43	1,405,597 82
	173,235 38	189,171 76	4,774,632 37	360 00	42,992 28	857,461 08	30,460 50	17,602,907 40	331,623 62	17,271,283 78

STATEMENT showing yearly the Gross Revenue (in cash only) received from all sources during the fifteen years ending June 30, 1902.

Fiscal Year.	Dominion Lands (Cash).	School Lands.	Seed Grain.	Ordnance Lands.	Fines and Forfeitures.	Registration Fees.	Casual Revenue.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1887–1888	223,360 73	12,045 11		36,239 88	1,267 05	7,212 02	372 79	310,497 58
1888–1889	243,046 84	52,354 94	26,146 13	42,072 07	739 25	6,543 53	1,075 36	371,978 12
1889–1890	224,770 16	45,188 57	5,017 44	29,921 61	958 75	8,866 39	261 63	314,984 55
1890–1891	268,751 35	38,826 33	3,385 60	54,229 65	1,595 02	10,866 65	627 81	380,282 45
1891–1892	337,106 07	136,131 80	5,957 65	42,360 80	788 92	9,302 11	532 14	532,179 49
1892–1893	303,550 86	82,615 22	5,866 21	33,776 90	777 00	10,750 38	1,331 96	438,668 53
1893–1894	214,540 30	47,574 11	2,339 16	22,318 20	864 15	10,358 02	1,982 04	299,975 98
1894–1895	171,085 48	47,665 10	2,752 56	22,645 97	693 85	9,811 77	875 36	255,530 09
1895–1896	174,509 38	56,584 32	8,748 05	17,550 28	502 00	8,737 87	1,920 66	268,552 56
	2,160,721 17	548,985 50	62,212 80	301,115 40	8,185 99	82,448 74	8,979 75	3,172,649 35
1896–1897	187,424 19	24,292 43	9,887 13	9,831 27	1,316 00	8,997 24	2,683 05	244,431 31
1897–1898	980,313 10	52,410 82	12,351 71	22,537 17	529 06	14,263 50	260 92	1,082,666 28
1898–1899	1,563,020 74	41,249 77	12,388 69	12,349 65	2,801 03	19,220 73	2,620 91	1,653,651 52
1899–1900	1,410,883 48	220,874 78	15,271 84	11,013 53	1,452 92	21,751 90	3,664 00	1,684,942 45
1900–1901	1,533,197 07	48,049 83	15,711 63	14,604 47	1,977 96	33,979 77	1,587 57	1,649,108 30
1901–1902	1,254,333 56	193,410 75	20,293 06	16,967 36	1,955 61	50,854 99	3,900 62	1,541,715 95
	6,929,172 14	580,288 38	85,904 06	87,333 45	10,032 58	149,068 13	14,717 07	7,856,515 81
	9,089,893 31	1,129,273 88	148,116 86	388,448 85	18,218 57	231,516 87	23,696 82	11,029,165 16

STATEMENT of Revenue on account of Registration Fees for twelve years from July 1, 1890, to June 30, 1902.

Fiscal Year.	Assiniboia Registration District. (Regina.)	North Alberta Registration District. (Edmonton.)	South Alberta Registration District. (Calgary.)	East Saskatchewan Registration District. (Pr. Albert.)	West Saskatchewan Registration District. (Battleford.)	Yukon Territory Registration District. (Dawson.)	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1890-91	5,332 16	585 82	5,554 35	2,021 37	89 61	.....	13,583 31
1891-92	4,810 89	1,160 56	4,090 52	1,109 34	156 32	.....	11,627 63
1892-93	6,042 15	1,982 33	4,146 02	1,157 21	110 27	.....	13,437 98
1893-94	6,236 41	2,722 74	2,852 44	1,049 65	86 29	.....	12,947 53
1894-95	5,161 74	2,653 97	3,219 50	730 22	89 23	.....	11,854 66
1895-96	4,489 29	2,713 66	2,097 61	728 20	73 20	.....	10,101 96
1896-97	5,339 55	1,900 76	1,991 90	848 75	123 78	.....	10,204 74
1897-98	7,411 33	2,485 45	3,526 85	737 50	102 37	.....	14,263 50
1898-99	9,275 55	3,553 73	3,608 90	1,151 95	31 75	1,598 85	19,220 73
1899-00	11,222 65	5,395 50	4,078 44	1,354 10	189 15	2,471 85	24,711 69
1900-01	14,317 20	6,995 50	5,207 43	1,662 70	51 13	5,745 81	33,979 77
1901-02	18,893 55	11,701 70	8,190 78	3,081 73	71 18	8,916 05	50,854 99
	98,532 47	43,851 72	48,561 74	15,932 72	1,174 28	18,732 56	226,788 49

LAND TITLES OFFICES.

Attention was called last year to the increase over the previous year in the gross amount paid for registration fees. It will be observed that there has been a substantial increase during the twelve months ending June 30 last. The revenue collected under this head exceeds by nearly $17,000 that for the preceding year, and was five times as large as that for 1896-7. This is one of the best indications, I think, of the growing demand for improved farm lands in the west, and of the continued improvement in real estate value.

STATEMENT of Land Sales by Railway Companies having Government Land Grants and by the Hudson's Bay Company.

Name.	1893.		1894.		1895.		1896.		1897.	
	Acres.	Amount	Acres.	Amount	Acres.	Amount	Acres.	Amount	Acres.	Amount
				$		$		$		$
Hudson's Bay Company			7,526	48,225	4,431	23,209	9,299	52,410	10,784	53,277
Canadian Pacific Railway Co.	93,184	295,288	43,155	131,628	55,453	176,950	66,624	220,360	135,681	431,095
Manitoba South Western Colonization Railw'y Co	14,164	57,559	6,312	28,003	5,623	22,330	21,254	88,568	63,800	234,644
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	1,603		640		2,391		286		2,524	
Calgary and Edmonton Railway Company	11,260		11,035		46,815		10,553		9,436	
Total	120,211	352,847	68,668	207,856	114,713	222,489	108,016	361,338	222,225	719,016

STATEMENT of Land Sales by Railway Companies, &c.—*Continued.*

Name.	1898.		1899. (Fiscal Year.)		1900. (Fiscal Year.)		1901. (Fiscal Year.)		1902. (Fiscal Year.)	
	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
		$		$		$		$		$
Hudson's Bay Company	62,000	310,000	56,875	274,625	70,196	352,631	82,308	399,804	269,577	1,412,332
Canadian Pacific Railway Company	242,135	757,792	261,832	814,857	379,091	1,152,836	339,985	1,046,665	1,362,478	4,440,500
Manitoba South-Western Colonization Railway Company	106,473	363,982	58,019	199,458	133,507	437,449	59,749	214,953	206,411	713,365
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	22,531		61,030	178,517	18,932	53,974	22,266	74,810	39,835	147,365
Calgary and Edmonton Railway Company	15,481		24,738	53,335	46,653	128,256	116,719	352,037	323,494	1,033,396
Total	448,623	1,431,774	462,494	1,520,792	648,379	2,145,146	621,027	2,088,269	2,201,795	7,746,958

LAND SALES.

The foregoing statement shows the land sales of some of the largest companies holding grants from the government. The total area of the land thus sold amounted to 2,201,795 acres, being 1,580,768 acres over the previous year. The combined area of land disposed of by the department under homestead entry, sale, and in redemption of Half-breed scrip, and by the railway companies mentioned in the statement referred to, gives a total area of 4,954,847 acres. These figures would seem to indicate clearly that the possibilities of the vast wheat areas extending throughout the fertile belt of the Canadian west command more attention to-day, at home and abroad, and especially in the United States, than at any time since the transfer of the Hudson's Bay territory to the Dominion of Canada, over thirty years ago. When it is considered that in 1896, 108,016 acres of land were sold by companies and during the same year 1,857 homestead entries were granted by the department; that in 1899, 462,494 acres were sold and 6,689 entries were made, and that during the past year 2,201,775 were sold by companies and 14,633 entries granted by the department, there can be no doubt that the demand for lands by purchase increases in the same ratio as the settlement of the country by actual settlers under free homestead entry progresses. This is certainly a very satisfactory indication of the healthy condition of the land market, and while the steadily increasing demand for land has caused a corresponding enhancement in the price asked for, such price cannot be affected by the fluctuations caused by speculative transactions, as there has also been a corresponding increase in the acreage of land which has been rendered productive by cultivation. Although land which some few years ago remained idle and could not be disposed of at one or two dollars per acre, and was even often sold for municipal taxes, to-day commands as high as fifteen or twenty dollars per acre, the price demanded is perfectly normal and dependent entirely upon the intrinsic value of the land.

It has also been reported that over 800,000 acres of land, which are not included in the statement above referred to, were sold some time ago by the Qu'Appelle, Long Lake and Saskatchewan Railway Company to the Saskatchewan Valley Land Company. This would still further increase the total area of land disposed of last year by the government and the companies mentioned in the statement to nearly 5,000,000 acres.

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the Fiscal Year ending June 30, 1901, and June 30, 1902, respectively :—

	Fiscal Year June 30, 1901.		Fiscal Year June 30, 1902.	
	No. of Entries.	Acres.	No. of Entries.	Acres.
Homesteads	8,162	1,188,160	14,633	2,341,280
Sales		91,539		76,256

The following statement shows the number of homestead entries reported in each year since 1874:—

Departmental Year ended	Number of Entries.
October 31, 1874	1,376
" 31, 1875	499
" 31, 1876	347
" 31, 1877	845
" 31, 1878	1,788
" 31, 1879	4,068
" 31, 1880	2,074
" 31, 1881	2,753
" 31, 1882	7,483
" 31, 1883	6,063
" 31, 1884	3,753
" 31, 1885	1,858
" 31, 1886	2,657
" 31, 1887	2,036
" 31, 1888	2,655
" 31, 1889	4,416
" 31, 1890	2,955
" 31, 1891	3,523
" 31, 1892	4,840
" 31, 1893	4,067
" 31, 1894	3,209
December 31, 1895	2,394
" 31, 1896	1,857
" 31, 1897	2,384
" 31, 1898	4,848
" 31, 1899	6,689
June 30, 1900	7,426
" 30, 1901	8,167
" 30, 1902	14,633

STATISTICAL statement re Homesteaders, compiled from the Reports of the Dominion Lands Agents for the Fiscal Year ended June 30, 1902.

Nationalities.	Number of Entries. 1902.	Nationalities.	Number of Entries. 1902.
Canadians from Ontario	2,583	Swiss	4
" Quebec	316	Italians	6
" Nova Scotia	81	Roumanians	7
" New Brunswick	53	Syrians	1
" Prince Edward Island	35	Germans	385
" British Columbia	32	Austro-Hungarians	1,321
" Manitoba	661	Hollanders	2
" North-west Territories	319	Danes (other than Icelanders)	40
Persons who had previous entry	1,158	Icelanders	164
Canadians returned from the United States	401	Swedo-Norwegians	229
United States	4,761	Russians (other than Mennonites, Poles or Doukhobors)	184
Newfoundland	7	Mennonites	92
English	1,096	Poles	116
Irish	184	Doukhobors	3
Scotch	300	Chinamen	3
French	71		14,633
Belgians	21		

STATEMENT showing the number of Homestead Entries made during the Fiscal Year ended June 30, 1902, by persons coming from the various States and Territories of the American Union.

States.	Number of Entries.	States.	Number of Entries.
Alabama			
Arkansas	4	Brought forward	4,057
California	25		
Carolina	2	Missouri	70
Colorado	12	Montana	106
Connecticut	3	Nebraska	470
Dakota	1,732	Nevada	4
Delaware	1	New Hampshire	2
Florida	1	New Jersey	4
Georgia		New York	35
Idaho	44	Ohio	18
Illinois	65	Oklahoma	40
Indiana	15	Oregon	45
Indian Territory	26	Pennsylvania	16
Iowa	428	Rhode Island	2
Kansas	158	Tennessee	2
Kentucky	5	Texas	3
Louisiana	1	Utah	71
Maine	3	Vermont	15
Massachusetts	13	Virginia	3
Michigan	136	Washington	46
Minnesota	1,382	Wisconsin	134
Mississippi	1	Wyoming	19
Carried forward	4,057	Total	5,162

FREE HOMESTEAD ENTRIES.

The number of entries made during the twelve months ending June 30 last, amounted to 14,633, covering an area of 2,341,280 acres, which was an increase of 6,466 over the preceding year, which was itself the largest in the history of the department.

Since 1872, 111,663 entries in all have been made, covering an acreage in round numbers of 17,864,080. During the twenty-three years preceding 1896, 67,516 were made, covering an area of 10,802,560 acres, or an average of 2,935 entries per year, covering an area of 469,600 acres. During the six years since 1896, 44,147 entries were made, covering a total area of 7,063,520, or a yearly average of 7,358 entries, covering an area of 1,177,280 acres. To show the remarkable progress which has been going on in the west within the last few years, it may be interesting to call attention to the fact that during the last three years there were 30,226 homestead entries recorded as compared with 13,921 for the preceding three years, and 7,460 for the three years ending December 31, 1896. These figures fully bear out the statistics furnished by the department with regard to immigrant arrivals who have settled in Manitoba and the North-west Territories. There seems to be every reason to believe that the flow of immigration towards western Canada has set in for good and that the success of the homesteaders who have taken up holdings, especially during the last year, will prove an excellent means of advertising the advantages offered by western Canada as a field for settlement.

It may be interesting to mention further that during the months of July, August and September of the present year there were 5,961 entries granted, as compared with 2,255 for the corresponding months of the year 1901-2, or an increase of 3,706 in favour of this year.

STATEMENT showing the Number of Letters Patent issued by the Department in each year since 1874.

Period.	Number issued.
Year ended October 31, 1874	536
" 31, 1875	492
" 31, 1876	375
" 31, 1877	2,156
" 31, 1878	2,597
" 31, 1879	2,194
" 31, 1880	1,704
" 31, 1881	1,768
" 31, 1882	2,766
" 31, 1883	3,591
" 31, 1884	3,837
" 31, 1885	3,257
" 31, 1886	4,570
" 31, 1887	4,599
" 31, 1888	3,275
" 31, 1889	3,282
" 31, 1890	3,273
" 31, 1891	2,449
" 31, 1892	2,955
" 31, 1893	2,936
" 31, 1894	2,553
Year ended December 31, 1894	2,682
" 31, 1895	2,118
" 31, 1896	2,665
" 31, 1897	2,972
" 31, 1898	3,037
" 31, 1899	3,904
Six months ended June 30, 1900	1,970
Year ended June 30, 1901	6,461
" 30, 1902	8,768

There has been an increase of over 2,300 patents issued during the year. The number of patents will, of course, go on increasing in proportion to the number of entries recorded. As will be observed from the report of the acting chief clerk, which will be found under Part 25 of the Dominion lands division of the report, the work of the Patent Office has now been so systematized as to cope with any demand which may be made upon it in the way of record and of the issuing of patents. The time which extends from the receipt of the recommendation for the issue of patent from the Commissioner of Dominion Lands to the actual issue and transmission of the patent itself has been minimized and the settler will not now have to contend with any vexatious delays in this regard.

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment :—

Departmental Year ended October 31.	Letters Received.	Letters Sent.	Total.
1874	3,482	4,120	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,586	6,179	11,755
1880	8,222	9,940	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705
1889	48,316	50,500	98,816
1890	36,200	36,008	72,208
1891	38,000	36,267	74,267
1892	41,990	42,203	84,193
1893	50,794	48,145	98,939
1894	48,619	50,840	99,459
1895	49,991	45,898	95,889
1896	47,501	44,238	91,739
1897	65,714	64,147	129,861
1898	88,913	87,845	176,758
1899	95,023	91,876	186,899
1900	121,219	133,177	254,396
1901	144,978	136,348	281,326
1902	167,200	185,548	352,748

The number of registered letters during the departmental year, 1902, was: Received, 5,307 ; sent, 15,438.

As will be observed there has been a very considerable increase in the correspondence of the department during the past year. It may be interesting to note in this relation that during the past six years 1,581,988 letters have been received and sent by the department as compared with 544,486 of the previous six years. This gives a yearly average of 90,747 for the latter period, and 230,331 for the last six years, or an average increase of 250 per cent.

IMMIGRATION.

The report and returns in connection with the immigration service will be found under Part II.

As will be observed the outside officers of the department are unanimous in their appreciation of the class of immigrants that have arrived in Canada during the year. As I had occasion to mention in my report of last year the importance, in the interest of Canada, of securing the most desirable type of settlers cannot on any account be lost sight of and those most intimately connected with the selection of subjects, both in the United States and in the old country, would seem to have kept this point well in view.

The new accessions to our population during the past few years, in so far as settlement in western Canada is concerned, are of a highly desirable class, being composed chiefly of experienced farmers possessed of considerable means. This careful selection, it is needless to say, has contributed in no small measure to the unprecedented movement of population to Manitoba and the North-west Territories, as the success of the new comers has naturally moved others to follow them.

The total arrivals, according to the report of the Superintendent of Immigration, number 67,379, which is an increase of 18,230 over the preceding year. Of this number, the Commissioner of Immigration at Winnipeg reports that 55,261 were recorded at his office as compared with 32,005 for the preceding fiscal year.

The following table shows the total annual immigration from 1897 to 1902, inclusive, classified according to the various countries from which the same was derived:—

	1897.	1898.	1899.	1900.	Total for Calendar Years 1897 to 1900, inclusive.	1901 (fiscal).	1902 (fiscal).
English and Welsh	9,393	9,475	8,576	8,184	35,639	9,401	13,095
Scotch	1,239	1,400	1,337	1,411	5,387	1,476	2,853
Irish	751	733	747	765	2,948	933	1,311
Galicians	3,917	1,010	6,700	6,593	21,326	4,702	6,550
Germans	636	563	780	705	2,691	984	1,048
Hungarians	540	740	276	530	806	546	1,048
Austrians			131	248	1,389	228	320
Scandinavians	718	724	1,526	2,380	5,638	1,750	2,451
Doukhobors	...	...	7,350	...	7,350	...	...
French and Belgians	740	545	413	483	2,181	492	654
Russians and Finlanders	...	...	735	2,067	3,603	1,726	3,759
United States	712	9,119	11,945	15,500	37,276	17,987	26,388
Miscellaneous	1,370	3,703	4,027	5,831	15,027	8,924	7,902
Total	20,016	30,742	44,543	44,697	141,261	49,149	67,379

From this it will be seen that there has been an increase in the arrivals from the continent of Europe, Great Britain and the United States, the largest increase proportionally, as compared with last year, being from Great Britain and Ireland.

The approximate expenditure during the past fiscal year chargeable against immigration from the countries above mentioned, not including the expenses connected with the reception and location of immigrants, was as follows:—

Continent of Europe	$ 58,000 00
Great Britain and Ireland	121,000 00

The per capita cost of immigrants during the same period, as compared with 1901, was as follows:—

	1901.	1902.
Continental	$2 65	$2 44
British	9 58	7 01
United States	7 96	6 74
Average per capita	6 11	5 29

The total average per capita cost, including expenditure in caring for and looking after settlers in Canada, was $7.34, or a reduction of $1 as compared with the preceding year.

BRITISH AND CONTINENTAL IMMIGRATION.

As already pointed out above, there has been a substantial advance over last year in the number of immigrants that have come to Canada from the British Isles during the past season. The reason for this advance is explained in the reports of the High Commissioner for Canada in London, and of Mr. W. T. R. Preston, Canadian Commissioner of Emigration for Great Britain and Europe, and is chiefly attributable to the new methods which were devised at the time of the special visit I made to the old country in the month of January last, the details of which are fully set out in the report which I submitted to you in this relation after my return, and which will be found appended hereto. The changes which were brought about under my supervision in the work of our immigration service on the other side, and the measures adopted to bring the advantages offered by the Canadian west as a suitable field for settlement more prominently before the classes from which the most desirable settlers can be drawn, may be summarized as follows:—

The dissemination of carefully prepared notices with regard to the advantages offered by Canada as a field for settlement, in the leading dailies and weeklies of Great Britain.

The forwarding of a specially edited publication to every agriculturist in the old country, as well as a circular on somewhat similar lines to ministers of the gospel, school teachers, secretaries of public libraries, &c., &c., &c.

The delimitation of specific districts within which our resident agents operate.

The appointment, under a commission system, of local agents in every city and town throughout the agricultural districts.

The providing of specially conducted parties under the supervision of our officers in Great Britain and Ireland, and the reorganization of the staff in such a way as to expedite the general business of the service, and thus ensure the best possible results from their work.

That the changes brought about have acted as a stimulus to the movement of population from the other side is amply demonstrated by the notable increase in the figures given in the foregoing statement.

It is therefore proposed to continue the work on the same lines during next season, making such changes as may be deemed necessary to further perfect the methods inaugurated this year, and it is hoped that the success of those who have already taken homes in the Canadian west, coupled with the influence which the ever increasing stream of immigration from the English-speaking states of the Union is likely to exert upon the minds of the emigrating classes in the old country, will co-operate to turn the tide of British emigration towards Canada.

CONTINENTAL IMMIGRATION.

Although the department has not been carrying on a very direct propaganda in the countries of Europe, there has been a substantial increase in the number of arrivals from the continent, most of whom have taken up farms in Manitoba and the Northwest. Possibly the surest indication that the settlers brought in are of a desirable class is that they are self-sustaining and are gradually becoming merged with the different groups of the population who have already made a success of their farming pursuits. As far as I am aware, the settlers that have come within the last three or four years are thoroughly content and prosperous, and no cases of distress or actual want on the part of new arrivals have come to the knowledge of the department.

THE DOUKHOBORS.

I desire to call attention to the reference made in the report of the Commissioner of Immigration to this particular class of settlers. The colonies located in the vicinity of Prince Albert are reported to have done remarkably well, and to be quite satisfied with the country. Some dissatisfaction, however, would appear to have arisen in connection with the other colonies in the vicinity of Yorkton, as a result of the influence exercised over the men by an agitator who recently settled amongst them. A number of these settlers, moved apparently by some unexplainable excess of religious fervour, left their colonies, for what reason it has not yet been made clear. It is not unreasonable to suppose that the movement had its primary cause in the fact that these people are prosperous to-day beyond their most sanguine expectations. However, it is satisfactory to note that as a result of the department's timely action in the matter, these settlers have been made to understand that it would be to their advantage to return to their farms, and they are now again located in their colonies.

It may be added that the Doukhobor settlers composing these colonies have been very successful in their farming operations, and they are in consequence amply supplied with the necessary provisions to enable them to pass the winter comfortably.

IMMIGRATION FROM THE UNITED STATES.

The returns of arrivals from the United States again show a large increase over the preceding year. The reports of the agents operating in that country will no doubt be read with much interest. The settlers that continue to cross the border, in ever increasing numbers, and settle within the wheat-growing areas of Manitoba and the Territories, are certainly of a very desirable class. The current of immigration from the United States since 1898 has been a steady one, and it has now assumed such proportions that it is bound to increase in volume from year to year. The fact is now well known to every agriculturist in the western states, as a result of the system of advertising and propaganda that has been carried on there for a few years, that the soil of the Canadian west is the best suited in the world for the growing of wheat and other cereals, and that there are still millions of acres of such land available for entry or for purchase at a reasonable price. The enterprising farmer, realizing that every foot of the public domain within the boundaries of his state has already been disposed of, will

not fail to see the opportunity of seeking in Canada the free homestead for which he would look in vain to-day at home. Upwards of eighty-six thousand settlers from the United States have located in Manitoba and the North-west Territories since 1897, and from the present indication it is reasonable to predict that double that number will cross the border during the coming five years.

LAKE ST. JOHN DISTRICT.

I had occasion to visit the Lake St. John region at the beginning of the summer, and I may say that I was greatly pleased with the progress which has been made there since my last visit some four years ago.

This district, which is situated some 200 miles north of Quebec, contains a vast area of land fit for cultivation. While a great deal of it is timbered, yet it has been found very easy to clear and the sale of timber by the settlers has given them a very fair return for their labour in clearing the land to bring it under cultivation. The rapidity with which small towns are growing up in this district reminded me of the development of the west in the early eighties. Among other settlements which have sprung up within the last year is one known as Little Peribonca, which is located on a beautiful water power of the Little Peribonca river. This town has now a pulp mill in full operation and a large number of dwellings, is lighted by electricity, and presents a very substantial appearance.

Another place visited and which shows how quickly the district is developing, is Mistassini, and in which town is located the Trappist Monastery, the fathers in connection with which have very clearly demonstrated the productiveness of the soil in that district by their magnificent gardens.

I am strongly of the opinion that the surplus population of the rural districts of the agricultural counties of Quebec should be offered strong inducements to locate in the Lake St. John district. I think that these, and French Canadian settlers from the eastern states, ought to be encouraged to take up these lands in preference to foreign population, as the conditions are such as would ensure more satisfactory results from those who have resided in the province and know all the circumstances attending the clearing and opening up of lands such as those in the district referred to. There is perhaps no better soil anywhere than is to be found in that district, and while the clearing of the land to some may be an insurmountable obstacle to locating, yet to those who understand it and know how to make the most of it, as the French Canadians do, it is an easy matter.

A very active propaganda, therefore, in the province of Quebec, by those interested in the settlement of the Lake St. John district,—especially in those portions of the province from which numbers of young men are said to be moving, some of whom are going to the United States,—is what is required in order to ensure the settlement of the district by the most desirable class of persons. The object lessons one sees in travelling through this part of the country would seem to establish very clearly the fact that the district is a very desirable one in which to live. In addition to its ex-

cellent soil and other conditions which assist in making it a very great farming country, it is watered by seven magnificent streams, nearly all of which flow into Lake St. John.

CROPS.

CROPS IN MANITOBA AND THE NORTH-WEST TERRITORIES.

The crops of 1901 in Manitoba, British Columbia and the North-west Territories were extremely satisfactory. The total area under crop for 1902 is given as 4,079,927 acres, an increase over 1901 of 359,551 acres. The grain crop for 1901 reached the large total of 109,000,000 bushels.

By way of comparison the following figures are interesting:—

GRAIN CROPS.

North-west Territories.

Year.	Wheat.		Oats.		Barley.	
	Area, Acres.	Bushels.	Area, Acres.	Bushels.	Area, Acres.	Bushels.
1900	412,864	4,028,294	175,439	4,226,152	17,044	353,216
1901	504,697	12,808,147	226,568	9,716,132	24,702	795,100
		Expectation		Expectation		Expectation
1902	584,988	14,487,000	276,152	10,961,700	29,772	906,000

Manitoba.

1900	1,457,396	13,025,252	429,108	8,814,312	155,111	2,939,477
1901	2,011,835	50,502,085	689,951	27,796,588	191,009	6,536,155
		Expectation		Expectation		Expectation
1902	2,039,940	51,207,590	725,060	29,211,050	329,790	11,285,114

It may be interesting to record here the following extract from an article entitled: 'A great undeveloped wheat country,' which appeared in the issue of September 6 last of the *Commercial West*, published at Minneapolis, Minn., and which is certainly an acknowledged authority in the matter:—

'If one can picture in his mind a sparsely-settled wonderfully fertile country 200 miles wide by 1,500 miles long, through which a great river flows, where wheat seems a natural crop, and other grains flourish, he can form some idea of what is known as the Saskatchewan valley in the provinces of Assiniboia and Saskatchewan.

'Still the possibilities of such a vast area can be comprehended only by comparison. The cultivated area of Manitoba in 1901 was 2,500,000 acres. This is equivalent to a strip two miles wide by 200 miles in length—only about one-seven hundred and fiftieth the extent of the Saskatchewan country. On the 2,500,000 acres of cultivated land in Manitoba there was raised, in 1901, 50,500,000 bushels of wheat, 27,796,000 of

oats, 6,536,000 of barley, and 266,400 of flax. The possibilities of the Saskatchewan valley are therefore practically limitless, as far as the raising of wheat is concerned. Under cultivation that territory would feed the world. As yet, however, only a small part of it is settled.'

The following passage from the August issue of *The Field, Garden and Forest*, published at Brandon, Man., may also be quoted, as the figures which it contains regarding the extent of the wheat belt in the Canadian west give a fair idea as to the possibilities of the country:—

'It has now been proved that so far as the soil is concerned, there is no appreciable part of the great area lying between the North Saskatchewan river and the international boundary which is unsuitable for the profitable growing of wheat. West of Moose Jaw the rainfall is in some districts light and uncertain. The irrigation systems which are being inaugurated will ensure abundant annual crops in those districts.

'Leaving out of account the area between the North Saskatchewan and the head waters of the Churchill river, the Peace river district and the valleys of the Athabasca and the Upper Mackenzie rivers, all proved to produce wheat of the finest quality, but as yet too remote from the markets of the world to allow of wheat being produced for export, the area of Manitoba, Assiniboia, Alberta and Saskatchewan makes up a total of 242,168,000 acres, by far the greater portion of which is suitable for the production of wheat.

'Taking only half of this area and allowing only ten bushels to the acre, the result would be over three-fifths of the world's present consumption of wheat, which is in good round numbers two thousand million bushels. With good reason the people of Canada may declare confidently that with wheat as with forest products, "the future is with us."'

TIMBER, GRAZING AND MINERAL LANDS.

The report of the chief clerk of this branch will be found under No. 18 of the Dominion lands division of the report.

The total revenue of the branch during the last fiscal year was $963,921.77, as compared with $1,332,860.91, being a decrease of $368,939.14. As there was a total decrease of $389,391.77 in the revenue on account of the Yukon Territory caused by the falling off in the collection of mining fees, Free Miners' Certificates and royalty on gold, this leaves an increase of over $20,000 in the revenue of the branch with regard to Manitoba, the North-west Territories and British Columbia.

TIMBER.

The total revenue on account of timber dues amounted to $207,790.90, or a decrease of $1,608.42, as compared with the previous year.

There were issued 398 licenses to cut timber over a total area of 4,370·54 square miles, as compared with 371 licenses and an area of 4,479·20 square miles during the year 1900-1.

The total revenue from timber in Manitoba, the North-west Territories, British Columbia and the Yukon Territory up to July, 1902, was $2,268,789.84. The total revenue from timber within the railway belt in British Columbia up to the same date

was $476,440.63; in Manitoba and the North-west Territories $1,541,525.31, and in the Yukon Territory $250,825.20. The output of lumber manufactured in Manitoba during the past year under government license was 24,290,869 feet B.M., as compared with 23,532,300 feet B.M., during the previous year, or an increase of 758,569 feet. The total quantity of lumber disposed of, principally in Manitoba, is given by the Crown timber agent at Winnipeg as being 165,512,783 feet B.M., as compared with 150,532,300 feet the previous year.

The output of manufactured lumber in the North-west Territories was 16,418,160 feet B.M., as compared with 16,129,189 B.M., during the previous year; in the railway belt in British Columbia the output was 33,363,844 feet B.M., being an increase of 486,628 over the previous year, and for the Yukon Territory it was 7,936,505 feet B.M. The total output of manufactured lumber by mills operating under licenses of the department was 82,009,378 feet, as compared with 78,773,422 for the preceding year.

A list of the timber berths granted during the year, giving names of licensees, appears in the report of the chief clerk of the Timber and Mines branch.

The following are the principal changes that have been made in the regulations since my last report:—

An order in council was passed on July 30, 1901, providing that all timber cut on berths in the railway belt in the province of British Columbia shall be manufactured within the limits of the Dominion.

An order was also passed on September 24, 1901, abolishing the rebate of 40 cents per thousand feet B.M., previously allowed on all lumber exported from British Columbia to places outside of the Dominion of Canada.

By order in council of April 8, 1902, it is provided that owners of steamboats plying on waters within the boundaries of Manitoba, the North-west Territories and the railway belt in the province of British Columbia may be granted permits to cut timber for consumption on their boats without competition.

Previous to April 8, 1902, the regulations provided that a homesteader might acquire a free permit to cut 3,000 lineal feet of lumber for his own use on his homestead or 6,750 feet of lumber B.M. As, however, it was found that 3,000 lineal feet of average sized timber would manufacture more than the quantity mentioned, an order in council was passed on the above date changing the regulations so as to provide that the quantity of lumber to be manufactured under the permit shall not exceed a maximum of 9,250 feet.

GRAZING AND STOCK RAISING.

There were 269 grazing leases issued during the year, as compared with 241 for 1900-1. The total number of ranches comprising Dominion lands at present cover an area of 1,272,849·66 acres, which shows an increase of 667,054·91 acres over the preceding year.

There were 155 leases of school lands for grazing purposes issued during the year, 35 of which were for lands in Manitoba, and 120 for lands in the North-west Territories.

HAY.

There were 3,203 permits to cut hay issued during the past year, exclusive of school lands, and the sum of $5,430.56 was received, as compared with 5,171 permits during the previous year, and a revenue of $17,500.75, including school lands.

HAY AND GRAZING REGULATIONS, YUKON TERRITORY.

By an order in council dated April 8, 1902, the fee for a hay permit was reduced from $2.50 to $2, and the dues on hay cut under such permit were reduced from $3 to $1 per ton. Section 14 of the regulations, which provided for a charge of five cents per day for cattle grazing on public lands while being driven through the territory, was rescinded by the same order.

MINERAL OTHER THAN COAL.

There were 47 entries granted for mining locations by the agents of Dominion lands in Manitoba and the North-west Territories, as compared with 46 entries during the previous year; in the Yukon Territory there were 1,178 entries for quartz locations recorded, as compared with 1,150 in 1900-1.

The returns for the last fiscal year show that 4,354 placer claim entries were granted as compared with 4,424 for the previous year. Although this statement shows a slight decrease, it is, nevertheless, very encouraging as it is yet largely in excess of the figures for the year 1899-1900, and would seem to indicate that successful prospecting is actively being prosecuted in the Yukon gold fields. Seven thousand seven hundred and seven renewals and relocations were made during the year, as compared with 6,291 in 1900-1.

The revenue collected from placer and quartz entries, renewals and locations, and for registration of assignments and other documents in connection with mining operations, amounted to $256,256.10, or a decrease of $92,402.20, as compared with the previous year.

Up to July, 1902, 28,878 placer claims, 3,971 quartz claims, 24,280 renewals and relocations were recorded; and 68,753 Free Miners' Certificates were issued, producing a revenue of $714,480.84. During the year ending June 30 last, 9,304 Free Miners' Certificates were issued, and the revenue derived therefrom was $118,312.02.

The total sum collected up to July, 1902, for royalty on the gross output of placer claims in the Yukon Territory, after deducting the exemption allowed by the regulations, was $2,524,177.45; of this amount the sum of $331,532.04 was collected during the past fiscal year. A statement showing the royalty received, the places where the same was collected, and the names of the creeks, gulches and hills on which the gold was taken, will be found in the report of the Timber and Mines branch of the department.

Leases now in force to dredge for minerals in the submerged beds of rivers in the Yukon Territory cover 257·50 miles, and for the same purpose in the North-west Territories cover 906 miles.

The total revenue received for dredging leases in the Yukon Territory up to July 1, 1902, was $144,010.50, and for the fiscal year, $1,355. The total revenue for the rent of the leaseholds in the North-west Territories up to July 1, 1902, was $23,376.81, and for the past fiscal year $3,114.10.

PLACER MINING REGULATIONS, YUKON TERRITORY.

By an order in council dated November 27, 1901, section 38 of the Placer Mining Regulations was amended by providing that assignments be registered in duplicate, and one of the copies thereof returned to the assignee with a certificate of registration endorsed thereon. This order in council rendered Form 'J' of the regulations unnecessary.

Sub-clause (d) of section 41 of the regulations was amended by order in council dated April 15 last, by providing that a certificate of partnership may apply to any number of claims upon the favourable report of the Commissioner of the Territory.

By an order in council, dated May 19 last, the provision made in section 7 of the regulations, whereby each person in the employment of an individual or company holding placer mining property in the Yukon Territory, except house servants, should be a free miner, was rescinded.

By order in council, dated May 21 last, provision was made that royalty at the rate of two and one-half per cent of the value of the gold shipped from the Yukon Territory shall be paid to the comptroller instead of the royalty heretofore collected; the gold for the purpose of estimating the royalty to be valued at $15 an ounce.

Fees for obtaining verbal or written information, and for obtaining copies of documents from the Mining Recorder were established by order in council, dated May 31, 1902.

By order in council, dated May 31 last, provision was also made that if a claim is not re-recorded within three months from the date up to which it was recorded it shall be deemed to be abandoned, even although the work has been done or the fee paid.

By an order in council, dated May 31 last, the fee for the registration of assignments containing one mining claim was fixed at $2, and for each additional claim or fraction of a claim mentioned in the instrument an additional fee of $1 is charged.

COAL MINING LAND.

There were 978 applications received for coal locations during the year, or an increase of 118 over the preceding year, and the revenue in this relation was $16,270.32. The total area of coal land sold up to July 1, 1902, was 37,300·80 acres, and the total amount received therefor was $283,113.32.

COAL MINING REGULATIONS.

By an order in council, dated May 19, 1902, the regulations governing coal mining in Manitoba, the North-west Territories and British Columbia were amended by eliminating the portions thereof which provide for the granting of permits to prospect for coal on vacant lands of the Crown. Provision was also made that a fee of $5 shall accompany each application to purchase coal mining lands.

The regulations for the issue of licenses to mine for coal in the Rocky Mountains Park of Canada were rescinded by order in council, dated June 12, 1902, and others substituted therefor. The new regulations provide that not more than 640 acres, and not less than 160 acres of coal mining lands may be leased to one applicant, at an annual rental of thirty cents an acre, and a royalty of ten cents per ton on the coal taken out.

HYDRAULIC MINING REGULATIONS, YUKON TERRITORY.

By an order in council, dated May 19, 1902, provision was made that all applications for leases for hydraulic mining purposes in the Yukon Territory shall be filed with the Commissioner; that no lease shall be issued unless recommended by him; and that no exemption shall be allowed on the output of hydraulic mining locations.

REGULATIONS GOVERNING THE ADMINISTRATION OF DOMINION LANDS, OTHER THAN COAL LANDS, IN THE YUKON TERRITORY.

The regulations governing the administration of Dominion lands in the Yukon Territory, other than coal lands, were amended by order in council, dated April 8, 1902, so as to empower the Commissioner of the Territory to dispose of lands at a price varying from $1 to $10 an acre, the maximum area to be sold to one applicant in the same locality not to exceed 160 acres. Provision was also made that the applicant should not be required to deposit a survey fee of $100, but to have a survey made if he desired to obtain a patent for the land or transfer his interest therein.

WATER RIGHTS IN THE YUKON TERRITORY.

By an order in council, dated December 17, 1901, section 10 of the regulations, for the disposal of the right to divert water in the Yukon Territory, which provided for the sale of water by the grantees thereof, was rescinded, and Form 'N' in the schedule was amended accordingly.

Section 12 of the regulations, which provided for the measurement of the water, was rescinded by order in council, dated May 19, 1902, and another definition of the miners' inch was substituted therefor.

HEARING THE DECISION OF DISPUTE.

By an order in council, dated January 30 last, the rules regulating the practice and proceedings in the Gold Commissioner's appeal court, established by section 12 of an ordinance governing the hearing and decision of dispute, were confirmed.

The Mining Recorder or the Gold Commissioner was authorized by order in council, dated June 4 last, to employ a Dominion land surveyor to measure or survey claims in dispute.

IRRIGATION AND CANADIAN IRRIGATION SURVEYS, JULY, 1901, TO JUNE, 1902.

During the early portion of the irrigation season of 1902 the whole of the Territories was visited with unprecedented rainfall in so far as the meteorological records show, and especially was this the case in Western Assiniboia and Southern Alberta, and as a result there has been no need of the artificial application of water to ensure crops in those portions of the Territories this year. But for all this there has been a large number of applications for water rights and inquiries as to the procedure to obtain such rights, showing that the principle of irrigation is fully recognized, and that people well acquainted with the results to be obtained therefrom are anxious to be ready for a dry cycle of years when it comes again. Especially has this been the case with new settlers in the Cypress Hills section of the country.

That our laws in Canada with respect to irrigation are recognized to be established on a firm basis it is only necessary to quote the following from Bulletin No. 100, of the United States Department of Agriculture, being report of irrigation investigations in California under the direction of Mr. Elwood Mead, expert in charge. On page 57, this bulletin reads as follows:—

'Another irrigation law worthy of the study of the people of California is the North-west Irrigation Act of the Dominion of Canada. In its administrative methods it is the most complete and effective irrigation code yet enacted on this continent. A brief reference to this law is made in Bulletin No. 58, Office of Experiment Stations, but this has proven insufficient to a full understanding of its provisions, and a more complete discussion is presented in Bulletin No. 96.'

In connection with the Springbank irrigation district canal good progress was made in the construction of this work during the latter part of the summer and fall of 1901 under the supervision of the Irrigation Branch notwithstanding the unfavourable weather. The headworks, including headgates, spillway and flume over Jumping Pound Creek, were completed, and they have withstood the severe test of the heavy floods of May and June of this year. The importance and necessity of this undertaking will scarcely be properly recognized until a dry cycle strikes the country again.

As referred to in the last synopsis for the departmental report of 1900-1, an irrigation canal heading in Milk River was located, and the feasibility of utilizing all the water that could be taken from this stream was fully demonstrated. Since then a record has been made against Milk River under the provisions of sections 44 and 45 of the Canadian North-west Irrigation Act, 1898, for 500 cubic feet per second during its low water stage, and 1,500 cubic feet per second during the high water stage of this stream.

At the present time two parties are working in the field in connection with irrigation development, one is continuing the general topographical surveys east of Calgary

in the townships north and along the main line of the Canadian Pacific Railway, and has been out since early in May. The other party is engaged in gauging streams and inspecting existing irrigation works, and has a very comprehensive field of investigation so as to bring the information relative to the discharge of all rivers and smaller streams in Alberta and Western Assiniboia down to date, and for a comparison with the results of former investigations, while actual inspections of existing works will give the department a better knowledge of what is being done by the users of water as an aid to the growing of crops.

The government of the North-west Territories has undertaken the construction of a large number of drains in northern Alberta and central Saskatchewan where the successful cultivation of the land and the making of good roads can only be accomplished through efficient drainage. As required by the Territorial Public Works Ordinance these works will be brought under the Irrigation Act. This drainage work will doubtless become more extensive in coming years, judging from the numerous requests made from time to time to provide relief from the large quantity of water which has accumulated during the four past rainy seasons.

In Southern Alberta along the line of the Canadian North-west Irrigation Company's canal the influx of population still continues, due largely to the incentive produced by the construction of this work, although there has not been very much need of irrigation during the past two seasons.

The construction of the Bow River irrigation canal will no doubt have a similar effect along the line of the Canadian Pacific Railway between Medicine Hat and Calgary, and render a hitherto comparatively unproductive section of the country populous and productive.

Hydrographic records are still being kept of the discharge of rivers and other streams in Southern Alberta and Western Assiniboia as heretofore. In addition a gauge rod has been placed on Milk River at the crossing of the Alberta Railway and Coal Company's line.

It is proposed that additional streams be included in the records of the coming year, among which will be the Kananaskis, Oldman (above the junction of its main tributaries), Crownest, South Fork, Waterton and Belly (upper portion) rivers, as well as a number of smaller streams.

Discharge sheets of all the streams having records to the end of the season of 1901 have been prepared, and illustrate the relative rise and fall during the whole period over which records have been kept.

The present standing of irrigation in the Territories can be readily seen by a glance at the following table:—

Total number of applications for water rights recorded	372
Number of applications recorded from July 1, 1901, to June 30, 1902	19
Number of applications cancelled	11

Number of final licenses issued from July 1, 1901, to June 30, 1902	28
Number of final licenses transferred	3
Total number of agreements for supply and use of water filed	224
Number of above agreements filed from July 1, 1901, to June 30, 1902	173
Total number of agreements granting right of way for irrigation works filed	42
Number of above agreements filed from July 1, 1901, to June 30, 1902	3
Total number of transfers of applications filed	12
Number of above transfers filed from July 1, 1901, to June 30, 1902	5
Total number of gauge rod, nilometer and hydrograph records received and recorded from July 1, 1901, to June 30, 1902	167
Number of inquiries made respecting results obtained by irrigation	200
Number of replies to above inquiries received	115
Correspondence from July 1, 1901, to June 30, 1902—	
Letters received	1,545
Letters sent	1,655

The data, including several large maps, diagrams showing the rise and fall of streams, diagrams of reservoir sites, and schedules showing the monthly maximum, minimum and mean temperatures of a number of important points in the Territories since records have been kept, as well as the monthly precipitation of moisture at those points and the results of evaporation tests, the discharge of streams, and the elevation of a large number of prominent points throughout the Territories are now prepared and ready for the fifth general report on irrigation and irrigation surveys which it is proposed to issue in monograph form for general distribution. It was intended that this report would be issued early in the year, but delays have occurred owing to the lack of data which was not obtainable until quite recently. This report will be issued more as a hand-book of information regarding the subject of irrigation than as a purely technical report, and in this form will certainly be of more value to the people who are interested in this subject from a practical standpoint.

DOMINION LANDS SURVEYS.

The report of the Surveyor General upon the operation of his branch during the past year, will be found under Part III. of the general report.

During the half year extending from July 1, to December 31, 1901, there were thirty-six survey parties in the field. Of these six were employed in Manitoba, twenty-six in the Territories, three in British Columbia, and one on the boundary between British Columbia and the Yukon. In addition to these a number of parties were working in the Yukon Territory under the direction of the Commissioner.

This season there are again thirty-six parties at work, seven of them in Manitoba, twenty-six in the Territories, and three in British Columbia. Eighteen of the parties are engaged in subdivision surveys under contract, this being a much larger number than for some years past.

Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added.

—	Acres.	Number of Farms of 160 acres each.	—	Acres.	Number of Farms of 160 acres each.
Previous to June, 1873	4,792,292	29,952	In 1889	516,968	3,231
In 1874	1,237,864	26,487	1890	817,075	5,106
1875	665,000	4,156	1891	76,560	476
1876	420,507	2,628	1892	1,395,200	8,720
1877	231,691	1,448	1893	2,928,640	18,304
1878	306,936	1,918	1894	300,240	1,876
1879	1,130,482	7,066	1895	406,240	2,539
1880	4,472,000	27,950	1896	506,560	3,166
1881	8,147,000	50,919	1897	428,640	2,679
1882	10,186,000	63,662	1898	851,840	5,374
1883	27,234,000	170,212	1899	1,022,720	6,392
1884	6,435,000	40,218	1900	735,480	4,596
1885	391,680	2,448	1901	1,603,680	10,023
1886	1,379,010	8,620	1902	2,553,120	15,957
1887	643,710	1,023			
1888	1,131,840	7,074	Total	85,935,975	537,220

INTERNATIONAL BOUNDARY SURVEYS AND OPERATIONS OF THE ASTRONOMICAL BRANCH.

In previous reports I have made mention of the negotiations with the United States for the renewal of the monuments which mark the southern boundary of Canada. As regards that part of the boundary which extends from the Richelieu river to the St. Lawrence, separating the state of New York from the province of Quebec, and which had been the subject of correspondence with the state engineer and surveyor of New York, an agreement for a re-survey and the placing of new monuments was reached with the United States in the autumn of 1901, the work to be carried on by the state of New York and Canada jointly, each paying one-half of the expense. Mr. W. F. King, Chief Astronomer of this department, was appointed Canadian Commissioner to co-operate with the Hon. Edward A. Bond, State Engineer and Surveyor of New York. Mr. C. A. Bigger, D.L.S., of Ottawa, and Mr. H. P. Willis, C.E., of Albany, were delegated by the commissioners as their field engineers.

A preliminary examination of the line was made by Messrs. Bigger and Willis in October and November. As a result of the investigation, it was thought advisable by the commissioners to replace all the old monuments by new ones, and to make a complete re-survey of the line.

This work has been carried out during the present season. The new monuments are of granite, six feet long, twelve inches square at the base, and slightly tapering to

the top. They are set in heavy masses of concrete. The old monuments which these replace were of cast iron, hollow, and set on cedar posts. It is believed that the new monuments will be less subject to breakage, upheaval, &c., than the old.

A brief historical sketch of this line may not be out of place here. After the war of the revolution, by the Treaty of 1783, the boundary line of the United States in this region was defined as following the 45th parallel. The Treaty of Ghent, 1814, provided for the appointment of commissioners to survey and mark out the boundary line from the source of the St. Croix river to the St. Lawrence. Surveys were made under this commission, but the wide disparity of view as to the proper course of the eastern part of the line, especially along the 'Highlands,' prevented an agreement as to the marking of any part of it. These surveys developed the fact that the 45th parallel, which had been surveyed as such by Valentine and Collins, between the years 1771 and 1774, to form the boundary between the then colony of New York and Canada, was, in many places, a long way from its proper position. Thus was added another cause of difference to those already existing farther east.

The commissioners under the Treaty of Ghent failing to agree, the question was referred, in 1827, to the King of the Netherlands as arbitrator. His award was unsatisfactory, however, and the course of the boundary from the St. Croix to the St. Lawrence remained undetermined until the treaty of August 9, 1842, commonly known as the Ashburton-Webster Treaty, by which the whole question was settled. By this treaty the Valentine and Collins line was adopted from the Connecticut river to the St. Lawrence. This line was re-surveyed by the boundary commissioners, Lt.-Col. Estcourt and Mr. Albert Smith, in 1845, and the iron monuments above mentioned were planted.

It may be remarked that the condition in which the iron monuments which have just been replaced were found indicate the desirability of a like renewal at an early date along the 'Ashburton' line to the eastward, which was marked at about the same time with similar monuments.

As regards the 49th parallel (southern boundary of British Columbia) from the Rocky Mountains to the sea, an examination of the marks along which was carried on last year under an informal agreement with the United States government, investigation has resulted in a modification of the view, previously expressed, that a re-survey of this line and renewal of the monuments could not properly be carried out except under a special convention. The United States has formally agreed that such re-survey and renewal shall be gone on with. Mr. W. F. King has been appointed by the British government as their representative on the commission, while Mr. Otto H. Tittmann, Superintendent of the United States Coast and Geodetic Survey, will represent the United States.

Mr. W. F. O'Hara, D.L.S., who was engaged last year on the above examination, has continued on the same line during the present season. His work consisted in opening lines to connect the old monuments, and in making a topographical survey of the region adjacent to the parallel. This work, as well as that done last year by him and Mr. McArthur, will be of direct utility in connection with the future operations of the commission.

Mr. J. M. Macoun and Dr. R. A. Daly, of the Geological Survey Department, accompanied Mr. O'Hara as biologist and geologist respectively.

Mr. J. J. McArthur, D.L.S., who was engaged last year in the examination and partial re-survey of the 49th parallel in and west of the Cascade range, in the present summer cut out that line across the peninsula of Point Roberts. The vista cut out through the forest will be visible for a long distance out in the straits, thereby affording a definite boundary mark.

Later in the season Mr. McArthur proceeded to the Yukon district, where he conducted a photo-topographic survey to the west of the Yukon river southward from Sixty-Mile Creek, in the neighbourhood of the 141st meridian. He reports the country near the meridian much broken by deep valleys, which are generally thickly wooded. His survey covers about 3,000 square miles.

Little astronomical field work has been done during the present season, owing, in part, to the prevalence of unfavourable weather, but mainly to the pressure of work on the boundary surveys. The determination of latitudes and longitudes at certain points along the River St. Lawrence was asked for in the spring on behalf of the Department of Public Works, in connection with the river survey. The longitude of Three Rivers has been determined, but it has not been found possible as yet to take the required observations at the other points. The latitude and longitude of White river, Ontario, was asked for last year by the Ontario government, to afford a reference point for the survey of the meridian of 85° 20′, which forms the boundary line between the districts of Algoma and Thunder Bay. A request that this determination should be made was also received from the Algoma Commercial Company. An astronomical station near White River station was occupied late in the autmn of 1901, but it was thought inadvisable to complete the observations on account of the cold weather. They have been finished this summer.

The half-seconds pendulum apparatus ordered last year from Fauth & Co., of Washington, has been received. Mr. Klotz has taken observations with this apparatus at Washington and Ottawa. Ottawa is thus connected with the international series of gravity stations, and will serve as a basal station for Canadian points. He has also observed at Toronto and Montreal.

Preparations are being made for the installation of a number of electrical clocks, to furnish accurate time in the departmental buildings in Ottawa.

The contract for the new astronomical observatory building has been let, and construction is going on. The fifteen-inch equatorial instrument for the observatory is reported to be near completion.

THE YUKON TERRITORY.

The report of the Commissioner of the Yukon Territory for the financial year ending June 30, 1902, will be found under Part VII. of the general report. The Commissioner's review of the work accomplished at the different offices under his supervision

is very satisfactory, and his remarks as to the general condition of the Territory and its future prospects will not fail to be read with much interest.

I may say that as a result of my personal observation of matters generally during my recent visit of inspection to the Yukon Territory, I fully concur in the Commissioner's opinion as to the permanency of the country as a mining district.

The days of inflation and extravagant prices would appear to be past, and the district may now be said to have entered upon an era of steady progress and stable improvement. The mineral resources of the Territory, far from showing signs of exhaustion, are only now beginning to be understood, and those who have given them careful study, backed by experience in other gold fields, pronounce them to be practically inexhaustible. A mining engineer of wide experience, who recently visited the country, expressed the opinion that the Yukon gold fields equalled in richness and permanency anything which he had seen in all his experience, including South Africa, Australia, Siberia and California. He had made an elaborate examination of the country, and declared that everywhere on river, creek and bench gold was to be found in paying quantities; that gravel benches on the Yukon river, which have not been seriously worked, contained from 25 to 50 cents per cubic yard of dirt, a very large percentage compared with California and other gravels, some of which have been worked at a profit where but three cents to the yard was recovered, and that many of the old creeks and river channels are even far richer and would yield much higher. As their extent is enormous, it is impossible to place an estimate upon the value of the territory as a field for hydraulic mining, which is destined to become the principal industry.

During my sojourn in the inside I spent a few days in visiting the creeks and had an opportunity of seeing the miner at work, and, from my observation, I have no hesitation in expressing the belief that mining in the Yukon is only in its preliminary stages. That many of the larger mines have not lately been as profitable as formerly is due, in my opinion, to the fact that a few of the richest claims have been worked very vigorously and possibly the best paying portions have been worked out. There are, I fully believe, more actual miners working on their claims to-day than at any previous time, and, from what I can gather, there are still immense tracts of country lying in the Klondike district, which have not yet been thoroughly prospected. There is no doubt that, with the improved machinery which is being brought in, ground which has hitherto been considered of little value will be profitably worked. As a matter of fact, on many of the claims, the tailings of former years have been profitably worked over.

GOLD OUTPUT.

It may be stated in this relation that the estimates of former years would appear to have been misleading, as they had been based more upon hearsay than actual facts, and were more or less extravagant. Now that the collection of royalty has been reduced to a system, it is much easier to make a correct estimate of each season's output, and I am inclined to think that this year's will reach from $12,000,000 to $13,000,000. I base this statement on the fact that royalties had been collected since May 1 on

$9,000,000, and as the clean-up is still in progress, the other $3,000,000 or $4,000,000 will be forthcoming before the close of the season.

PLACER MINING.

I found that the persons holding the larger claims, known as hydraulic concessions, are at present very few in number. A great many of the larger leaseholds have been cancelled owing to the failure of the lessees to comply with the conditions. In fact, a number of hydraulic concessions have been in the last few months thrown open to placer miners and a great many claims have been taken up. It might be mentioned in this connection that a great deal of the land taken up for hydraulic mining was formerly covered by placer claims which were abandoned as not sufficiently rich to pay for working, but which have been found profitable since the introduction of better methods and improved machinery.

I was very much pleased to see such a large number of small miners at work along the creeks, and to know that their labours were being rewarded by satisfactory returns. It is undoubtedly in the interest of the country generally to have the mining industry carried on by a large number of small miners working claims for themselves and securing a good average return, rather than to have it in the hands of a few rich miners or corporations as it is, in my opinion, these small miners who will give permanency to the placer camp. While there appears to have been prospecting at some time or other all along the creeks that I visited, and also on some of the hills, yet when one takes into consideration the area that is supposed to be gold bearing, the prospecting that has been done is certainly very meagre in area, even with the creeks in the Dawson district. From what I could gather, there is actually at present a larger number of miners working claims than at any time in the past, although perhaps not employing such a large amount of labour.

QUARTZ MINING.

The discovery and development of quartz mines in various parts of the country will assuredly add much to the permanency of the mining industry, and in view of recent developments in this respect the government would doubtless be justified in taking the proper measures to lend assistance. Indeed, this has already been begun by the letting of a contract for the erection of a quartz mill and assay office at Dawson, at which miners can have tests made at a most reasonable cost under the supervision of a reliable and competent government officer. The purchase of drills for prospecting purposes is also a matter worthy of consideration, as it would result beneficially both to the district and the miners generally.

I think it would be interesting to place on record here the following remarks made by Mr. S. Morley Wickett in the very able and interesting article upon the Yukon trade which appeared in the issue of October 3 last, of *Industrial Canada,* as the opinion of one who is so well qualified to speak upon the subject in question will commend itself to all those who take an interest in the welfare and development of the Yukon Territory:—

'The gold production of the Klondike, according to estimates in our geological reports, as reproduced in the Statistical Year-book for 1901, has been as follows:—

'1885-1896 (12 years' average)	$ 128,200 00
1897	2,500,000 00
1898	10,000,000 00
1899	16,000,000 00
1900	22,275,000 00
1901	18,000,000 00

'And for the present year the probable output has been placed at $12,000,000. This makes to date a total of $80,000,000. With such figures the land of "infinite possibilities" of yesterday has become an industrial fact worthy of consideration at the hands of business men.

'The chief query to-day, with regard to the camp, is whether the supply of gold is likely to shrink rapidly; whether the deposits are already becoming exhausted. A month's visit to the country will convince, I think, the observant, open-minded traveller that the gold bearing sands are of immense area; that though the output may fluctuate, and even at times fall much lower than this year, the camp will remain an important one for many years—how long, no one can say. Its life depends on too many contingencies for any one to place a limit. All that we need say now is that the camp is too important and too promising for Canadians to neglect. Productivity, moreover, must always be estimated in comparison with costs. The cost of mining in the Yukon has fallen fully 50 per cent since 1899; next year it will be lower still.

'It is always dangerous to accept frankly the judgment of a mining camp concerning itself. But it is almost convincing to note the unanimity of opinion of miners, merchants and bankers with regard to Yukon possibilities.'

GOVERNMENT OFFICES.

I may say that while at Dawson my time was fully occupied in examining into the condition of the government offices, as well as deciding a great many matters that were awaiting my consideration. Generally speaking, I found the offices in a very satisfactory condition. I succeeded in effecting a number of improvements by making some rearrangements and adopting new methods in connection with certain phases of the service which will have a beneficial result. I devoted considerable time to the reorganization of the service of the local government, and hope that my efforts in this connection will enable the local administration to discharge its work with even greater satisfaction than formerly.

DAWSON.

Dawson is a much better built town than one would expect to find at such a distant part of the Dominion, and when its short existence is taken into consideration, the citizens have done remarkably well in the way of improvements. The streets and sidewalks are really much better than one could expect to find in a place only three or four years old. The great need which exists, however, is proper drainage. It is difficult to determine, without expert knowledge, what class of sewers could with safety be installed to meet the requirements of the city in this regard, but there would no doubt appear to be some means that could be devised whereby proper drainage could be secured. The good health of the community demands that up-to-date sanitary measures should be adopted without delay in this regard.

YUKON ROADS.

The construction of government roads has been the cause of little villages springing up on the creeks where the miners can purchase their supplies without making the long journey to Dawson. These roads are equally as good as any in Manitoba could be, and have reduced the cost of transportation very largely. This has resulted in making possible the working of many claims that would not stand heavy operating expenses. I was informed by freighters that the cost of transportation had been reduced from 40 and 60 cents to 1½ and 2 cents per pound for short hauls, and from $1.25 to 3½ cents for longer hauls.

The winter road which the government has built from White Horse to Dawson has shortened the distance by 120 miles. The White Pass and Yukon Railway Company, who have the mail contract, have built a number of road houses along the route. The delay of weeks in getting into Dawson during the freeze-up in the fall and the break-up in the spring is consequently a thing of the past.

NEW APPOINTMENTS.

Mr. W. W. Cory, of Winnipeg, Man., was appointed inspector of the Yukon Territory on July 1, 1901. It was considered necessary to establish this office in the interest of the service, as it is important in view of the general supervision exercised by the department in the matter of carrying out the various regulations that a special officer should be in a position to advise headquarters as to the operations of the different offices and requirements of the same.

Mr. H. W. Newlands, who was formerly inspector of land titles offices for the North-west Territories, was appointed legal adviser of the Yukon Territory and a member of the Yukon council on September 14, 1901. Mr. Newlands, who is a barrister at law, has had considerable experience in legal matters during his incumbency of the office of inspector of land titles offices.

Mr. W. G. Haultain, who is also a barrister at law, was recently appointed deputy registrar at Dawson.

WHITE HORSE COPPER MINES.

While at White Horse I took occasion to visit a few of the copper claims in the vicinity, and from what I saw I am fully satisfied as to the richness of the ore and the extent of the area bearing the same. The importance of the development of these mines cannot be overestimated in the interest of the district. I must say in this relation that I can hardly understand the attitude of the railway company in not fixing a low enough rate to admit of the ore being sent outside for treatment, as it certainly would seem to any disinterested person that the company were standing in their own light in not doing their part in the development of the district, and at the same time furnishing freight where their cars are now being hauled over the road empty. I am of opinion that it would be good policy for the company to grant such rates as would

encourage further prospecting and enable those who now hold claims to work their properties on a larger scale.

White Horse is the best town site that I have seen in the younger portions of Canada, and I am fully convinced that, with the development of the natural resources of the district, the town is destined to become a very important centre.

DOMINION OF CANADA ASSAY OFFICE.

The report of the Superintendent of Mines upon the operations of his office will be found under Part VI. of the general report. It deals fully with the establishment of the Dominion of Canada assay office at Vancouver. The result attending the work of the office so far would appear to be most satisfactory, and from the returns submitted by the superintendent it is gratifying to note that the institution is meeting with popular favour and is likely to fully answer the purpose for which it was intended, namely, the assaying in Canada of gold and silver ores taken from Canadian soil, and thus doing away with the necessity for the miner, as heretofore, going outside of the country to have that done.

From the superintendent's remarks it will be observed that the office has been established and is being operated on strictly business principles. The cost of maintenance, as the work increases, will, as a matter of course, be minimized.

There is no doubt that the establishment of this office by the government has filled a long felt want, and judging from the results obtained during the first few months of its existence, there is every reason to believe that miners of British Columbia and the Yukon and the North-west Territories will in time more fully avail themselves of the advantage afforded of having their gold assayed through the agency of a purely Canadian institution, thus saving time and money in realizing upon their earnings.

FORESTRY.

The report of the Superintendent of Forestry will be found under Part IX. of the general report.

As will be observed from the results obtained, the work of this important branch of the department has on the whole been most satisfactory. When it is considered that with the limited staff at headquarters and the comparatively small expenditure involved in carrying out the present system of tree planting and forest protection, it has been found possible to greatly minimize the destruction of forests in Manitoba and the North-west Territories, and at the same time demonstrate by actual results the practicability of tree planting over the western plains, it is unfortunate in the interests of the agricultural and manufacturing interests of the country that steps in this direction were not taken many years ago.

It may be interesting to note that as far back as 1875 the Hon. David Laird, then Minister of the Interior, caused an inquiry to be made into the subject of forestry, and the result of the work that was done at the time is

embodied in the annual report of the department for that year. Although the importance of the subject would appear to have been fully felt at that time, no steps were taken towards devising any practical methods for protecting the timber areas under the control of the Dominion. Ten years later, namely, in 1884, another attempt was made to deal with the subject. This time Mr. H. J. Morgan was commissioned by the government to prepare a report upon the subject of the protection of the present forests of the Dominion and the planting of forest trees. A summary of his preliminary report is embodied in the annual report of the department for the year 1884. Mr. Morgan dealt fully with the subject, and in concluding his report made a strong appeal for the adoption of immediate measures to arrest the further destruction of our remaining forests, except under some very improved supervision, and for the adoption of a system of forest plantation for the great prairie region in our North-west. This second step was, however, like the first, without any practical result, and it was only fifteen years afterwards that the matter was again taken up. This time, however, there is every reason to believe that the importance of the subject will not be again lost sight of, as this branch of the service is now in full operation, and its work meeting with even more success than was at first anticipated.

The superintendent's report will no doubt again this year be read with much interest, as it contains many valuable suggestions on the subject with which it deals, and covers full details as to the work performed, the results obtained, and what it is proposed to do to further extend the operations of the branch. That the co-operation system in force for the planting of trees is meeting with popular favour is demonstrated by the increased demand for seedlings, and there is every reason to believe that the unquestionable success of those who have already planted trees on their farms, under the supervision of the forestry office, will move many others to make the same experiment. In fact, under all circumstances, I think one would be quite justified in predicting that at a comparatively early date the great majority of settlers in Manitoba, the North-west Territories and in British Columbia will realize the great advantage to be derived from the planting of trees on their lands, and that as a result of the beneficial influence exercised by the Forestry Association of Canada, to which reference is also made by the superintendent in his report, measures will be adopted by the government of the different provinces interested for the more rigorous enforcement of the laws respecting the protection of forests, as such a step would not fail to promote the productive resources of the country at large.

ROCKY MOUNTAINS PARK OF CANADA.

Under Part V. will be found the report of the superintendent upon the condition of affairs in the Rocky Mountains park during the year ended June 30 last. This report is very encouraging, as it shows clearly that the park is gaining steadily in popular favour as a national resort for tourists and health seekers.

There has again been an increase in the number of persons who visited the park during the past season, as the following table will show:—

1898	5,537
1899	7,387
1900 (ten months)	6,533
1901	8,156
1902	9,473

Much progress would appear to have been made in the way of opening up new paths and making needful repairs to old roads in the park leading to points in the mountains which command attractive views of the surrounding country. As the scenery in the park is one of the chief features which interest visitors, it is of the utmost importance that the roads, both for pedestrians and wagons, should be put in as good order as possible. As will be seen from the superintendent's report, considerable work was done in that direction during the past season, and he suggests that new roads be opened up in other directions.

Similarly with last year, it is worth noting that there were no fires nor extensive damages caused by floods within the limits of the park during the past year, although some of the roads were damaged by the continuous rains of last spring.

The management of the park is to be congratulated on the continued success attending the efforts which have been made within the last three or four years to establish an animal preserve there. That the experiment is proving a success is quite apparent from the fact that there has been an increase of from 56 to 70 in the number of animals during the year, and that the various specimens are in excellent condition.

The superintendent's report on the whole, although not of an extensive nature, is a very interesting one, and it is gratifying to know that the administration of the park is being carefully and successfully attended to.

SCHOOL LANDS.

The report of Mr. Frank S. Checkley, the clerk in charge of the school lands branch, will be found under No. 27 of the Lands Division of the general report.

There were no general sales of school lands held during the year.

Statements of the revenue and expenditure in connection with the position of the fund on June 30 last will be found annexed to the report.

As mentioned by Mr. Checkley, an order in council was passed on June 11 last, authorizing the payment to the province of Manitoba of all moneys collected by the Dominion government on account of Manitoba school lands, exclusive of the principal moneys of sales, and the sum of $224,114.76 was accordingly paid to the provincial government on June 30 last. This action was taken at the request of the provincial authorities, and upon the advice of the law officers of the Crown that the province is entitled to be paid the moneys above mentioned.

THE DISTRICT OF KEEWATIN.

The report of His Honour Lieutenant Governor McMillan upon affairs in the district of Keewatin, will be found under Part VIII. of the general report.

It is satisfactory to note that the past season has been a very successful one in the fishing industry, which is now being extensively pursued in that region, and that in consequence the native population have enjoyed a great measure of comfort and plenty during the year.

Attention is also called to the fact that the district has been comparatively free from epidemic diseases or serious crimes during the past season. As pointed out by His Honour, it certainly speaks very highly for the peaceable character of the Indians and the wholesome influence exercised by the missionaries that during a whole year no crime beyond the jurisdiction of the local magistrate has occurred.

THE DISTRICT OF ATHABASKA.

The remarks with regard to the district of Keewatin apply also to the district of Athabaska. There do not appear to have been any cases of distress reported to the department during the past season, and there is every reason to believe that the Indians and Half-breeds throughout this vast region are content and prosperous.

With the exception of a few local surveys which have been made in the vicinity of Dunvegan and at the Forks of the Smoky river on the Peace river, no steps whatever have been taken by the department towards opening up the district of Athabaska.

From the general information which has reached the department from time to time, there would not appear to be any doubt as to the adaptability of extensive portions of the district for grain and stock raising, and when one realizes that hundreds of millions of acres of valuable agricultural and timber land, in their virgin state, still remain available north of the large districts of Alberta and Saskatchewan, it would seem hardly possible to overestimate the value of this national asset. In view of the fact, however, that there still remain extensive areas of land available for settlement in the older districts, it would not be advisable to take any steps towards opening up this district in the immediate future.

I have the honour to be, sir,

Your obedient servant,

JAS. A. SMART,

Deputy Minister of the Interior.

REPORT ON TRIP OF INSPECTION TO GREAT BRITAIN AND THE CONTINENT.

DEPARTMENT OF THE INTERIOR,
OTTAWA, March 17, 1902.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—Conformably with your instructions of December 26 last, I left for England on January 3 last, in company with Mr. Will J. White, Inspector of United States Agencies, for the purpose of looking into the methods heretofore followed by the agents of the department there and on the continent, with a view to furthering immigration to this country. I reached England on January 10, and immediately set about to thoroughly acquaint myself with the management of the head office of our immigration service in London, as well as the different agencies operating under its direction in the British Isles and in Europe. While I am glad to bear testimony to the efforts put forth by the officials of the department to bring about the results which have been reported from time to time during the past few years, I must state that I soon came to the conclusion that in order to secure for Canada a fairer proportion of the large emigrating population which every year leaves England and finds its way to the United States, it would be necessary to make such change in our service in the old country as would bring the agents of the department, or the local agents now to operate under their direction, in closer touch with the population of the rural districts, and thus enable them to exert a stronger and more direct influence upon the persons who contemplate moving to another land.

I also learned by personal observation, and regret to report, that notwithstanding the fact that Canada has had permanent agencies throughout the British Isles for a number of years, and that enormous quantities of immigration literature have steadily during that time been distributed through the agencies, there would appear to exist to-day as much ignorance amongst the rural classes of England with regard to the resources of Canada as there does amongst some of the countries of Europe, where the department has been debarred, owing to restrictive laws, from making any immigration propaganda at all. I shall refer at length later to this subject, but in the meantime I would state that after careful consideration, I came to the conclusion that the most effective way of dispelling this ignorance was to disseminate broadcast through the mails, amongst the population of the agricultural districts, concise and reliable information respecting the advantages offered to British agriculturists as a suitable field for settlement, and to adopt a system of advertisement in the press similar to the one inaugurated in the United States some years ago, and which has been attended with such satisfactory results.

This increased publicity has already awakened a keen interest in Canada, as evidenced by the thousands of letters of inquiry that had already begun to pour into the

High Commissioner's office before our departure. I have good reason to believe that the stimulus thus given to the cause of Canadian immigration will result in a large increase in the number of persons who will sail from England, even this spring, and as a special inducement to intending settlers and with a view to facilitating the journey to this country, it has been found advisable to provide for specially conducted parties, to which I will refer more fully later when dealing with this particular subject.

I also paid a visit to the continent and made a careful study of the system now in force there for inducing immigration to Canada. I may say that on the whole I found that the results achieved by the North Atlantic Trading Company were as favourable as could be expected under the circumstances, and it is therefore recommended that, subject to the modifications which have been agreed upon and which will be explained more fully under that part of my report dealing with continental immigration, the present arrangement with the company be continued.

I may say that from all I have been able to gather I feel satisfied that the present year will see a very largely increased number of people remove to Canada from Great Britain and Ireland, and if our arrangements, which cannot be but satisfactory to the various agents, result in such a desirable end, it will be largely due to the active and aggressive work of the department and its representatives on the other side. While I feel certain that our agents have in the past done everything it has been possible to do, there is no doubt that more definite arrangements will give more satisfactory results.

AGENCIES.

LONDON OFFICE.

As you are aware, the direction of the work, both in the United Kingdom and on the continent, is now under the direct supervision of Mr. Preston, and is entirely separated from all the other work of the High Commissioner's Office. No doubt this arrangement will contribute to bring the work in the United Kingdom as closely in touch with the department as possible, so that we may be fully informed at all times as to what progress is being made.

In order to equip the London office properly so far as the staff is concerned, and in order that the assistance given Mr. Preston may be of the best, it is proposed that Mr. Duncan, who has heretofore been located in Forfarshire, shall immediately on his return from a specially conducted party which he will take to Canada on March 21 next, together with Mr. Webster, of the Dublin office, be attached to the staff of the London office. These changes have been found necessary because in addition to the large correspondence coming into the latter office, the personal inquiries have been growing very largely lately as a result of the large advertising that has been done in favour of Canada. It is understood, of course, that Mr. Duncan and Mr. Webster shall be ready to attend to any matters in connection with lecturing and visiting localities in which it is thought special work can be done. Regarding the balance of the staff under Mr. Preston, I have arranged that he should be guided by his own judgment as to the persons employed, and that only those that are thoroughly competent for the work should be engaged. Before, however, employing additional help that may be required, Mr. Pres-

ton will consult with Mr. Pedley, as otherwise some difficulty might arise with regard to the money at the disposal of the department for immigration purposes.

EXPENDITURE AND SALARIES.

In going into the financial work of the High Commissioner's Office, I have arranged a system by which moneys will be paid out in a little different way from what was at first decided upon. I think the change will be more satisfactory both to our office here and to the High Commissioner's Office, and at the same time will not in any way lessen our full check on the expenditure of the office before made. In every case the office must furnish us with a statement of salaries for the month, and also an estimate from each of the agents as to the amount they require for the following month. The accounts of all disbursements from the agents will be forwarded to the head office for approval in the same way that the accounts in the United States are sent here before they are finally adjusted. In the case, however, of the estimated expenditure and the statement of disbursements I have arranged that Mr. Preston must approve of the accounts before they are sent in. In all other expenditures made by the High Commissioner's Office the accounts must first be forwarded to the department for approval. Another change that I have made is that cheques in future may be issued in English currency by the High Commissioner, covering the salaries and other amounts that may be authorized by the department to the agents or for the payment of accounts for advertising and other purposes, a bill of exchange for the total amount being forwarded to Mr. Preston and cheques issued from the office signed by the High Commissioner for the various sums to persons to whom the money is due. For the last two or three months we have been following the practice of getting bills of exchange for each individual case, but I found that this necessitated a very great deal of work, and I think that the change I have made will be more satisfactory while it does not in any way curtail our full authority over individual accounts.

NEW LONDON IMMIGRATION OFFICE.

On arriving in London I took immediate steps to carry out the suggestion as to the leasing of a building for an immigration exhibit, and in which the offices of the Immigration Branch of the department might be placed, removing them from the present location at 17 Victoria Street. I need not say that any one visiting the present location of the High Commissioner's Office cannot but conclude that for immigration purposes it is not at all suitable, if the best results are to be attained. Proper advertising is the most efficient instrument to use in endeavouring to induce the movement of population from Great Britain to Canada, and there would appear to be no better means for a good advertisement than the location of the immigration offices in the very centre of one of the thoroughfares of London. What I saw while on the other side of the Atlantic convinced me that more business would be transacted in London than possibly in all the other agencies put together, and an exhibit of the products of the west would probably be the means of attracting much greater interest and attention than is shown even now.

I regret to report, however, that among all the offers that were made, which included a great many fairly good locations, there was not one which I felt justified in approving of, as I considered the department ought to have the very best location, and I did not feel like binding ourselves to lease any of those offered with the prospect that probably within a few months something more satisfactory could be secured. I was, therefore, obliged to leave without settling the matter. Instructions were given, however, that offers were to be received from time to time as places became available so that the department can decide at any time on a good location at a reasonable price being submitted.

My desire when in London was to secure a place as nearly opposite Trafalgar Square as possible, and on the Charing Cross side of it. It seems to me that there is no part of London through which such large crowds move as through this particular district. The Canadian Pacific Railway Company are now building new offices in this vicinity and opposite the Square, and their present quarters on King William Street will perhaps be vacant within ten or twelve months. This seems really to be about the best offer I had made to me, but the situation is up in the city, and is not equal, in my opinion, to the Charing Cross or Strand district. Immense crowds, however, pass the present Canadian Pacific Railway offices, and the windows are eminently suited for exhibition purposes, being large and practically covering two streets. If nothing better offers within a few months, I am disposed to recommend the leasing of the Canadian Pacific Railway building as a suitable place for an exhibition and for the immigration offices of the department, but I am in hopes that before very long, one offer especially that was suggested may be made and which will give the department a location in the district that I referred to above.

IMMIGRATION DISTRICTS AND LOCAL AGENTS.

After carefully going into the matter of the work, in so far as the agencies are concerned, and giving the various details full consideration, I have come to the conclusion that it would be in the interest of the service that the agents should have certain specified districts within which to operate instead of their work being of a general character. They have been further authorized to appoint in every centre of population live local agents, who will give special attention to Canada and to the proper distribution of literature bearing on its resources. Under this arrangement the local agents, who will work under commission, will, of course, be personally interested in sending forward as many settlers as possible, and this will give the department an agent in practically every centre of population. These agents can be corresponded with, and reports will be received from time to time from them as to the movement of population. I am convinced that this re-arrangement will give great satisfaction, and will lead to results which it would be hard at present to estimate. Another advantage which will come from the change is that the department will thus be in a position to advertise the names of its local agents in various districts throughout the country. This, in the old country, means much.

It has been deemed advisable to make the following re-arrangement with regard to the various immigration districts:—

SCOTLAND.

Scotland will be under the general direction of Mr. Murray, with no paid agents outside of his office. In order to carry on the work effectively it has been decided that he should appoint at once local agents in every centre where he can secure the services of an influential and satisfactory representative, the remuneration of such local agent to be by commission. My suggestion has been that it would be desirable, in practically every case, to appoint a leading steamship agent or agents as local agent. The commission to such agent shall be an additional 5 shillings for each settler, or the members of the settler's family over 12 years of age who may be sent to any portion of Canada. The class of such emigrant to include farmers and farm labourers. Where other than these are sent the commission can only be paid on the understanding that such emigrants will report to the Commissioner of Immigration at Winnipeg that they are anxious to secure positions on farms. The commission of 5 shillings shall be in addition to the commission of 7 shillings now paid, or 12 shillings in all. The local agents in return for this additional remuneration will agree to keep themselves in touch with Mr. Murray, and will undertake to promote and encourage, as far as they are able, the interests of Canada in regard to emigration and will keep in their offices a stock of Canadian literature and give the most available publicity to any cards or pictures which may be furnished to them and which will attract attention. In order to verify the emigrants sent from these various offices, Mr. Murray will be expected to make close inquiry into each case and shall, when the local agents report to him persons having been sent to Canada, forward to the agent of the Canadian seaport to which the persons are booked, a statement of the names of such persons. This statement will be verified by the agent at the seaport and forwarded to Ottawa, and the commission paid with as little delay as possible. This will be the general rule, except in those cases already referred to where the agent must report at Winnipeg emigrants not having been farmers or farm labourers in their old homes. A printed card is being prepared which will be sent to the local agent to fill and address to Mr. J. Obed Smith, naming the case in which the exception is made, and the Commissioner will forward the same to Ottawa with his certificate, when the commissions will be promptly paid. For the present it is understood that Northumberland, Durham, Westmoreland and Cumberland, the four northern counties of England, adjoining Scotland, will be added to the territory assigned to Mr. Murray. This will remain in force until otherwise decided.

IRELAND.

The whole of Ireland, with the exception of the province of Ulster, will be in charge of Mr. C. R. Devlin, the headquarters at Dublin, and his work will be as heretofore with the exception that Mr. Webster will not be located in his office. It is understood, however, that Mr. Webster's services are to be utilized wherever possible and convenient in Ireland whenever Mr. Devlin may feel that his assistance is urgently required. Regarding local agents in Mr. Devlin's territory, I think that for the present it would be well not to make any arrangement, but if it is found to work satisfactorily elsewhere Mr. Devlin may arrange as in the case of Scotland. It is not thought, however,

to multiply the agents in Ireland at a rapid rate, but from time to time local agents may be appointed in centres where it is felt that they can do good work.

Mr. E. O'Kelly is to be given full control of the work, under the supervision of the London office, in Ulster. His headquarters shall be at Belfast. The same system of local agents, as authorized under the re-arrangement in Scotland, to be applied to Ulster. Mr. E. O'Kelly shall, as rapidly as possible, secure the services of the best men available for the work in the province under his charge.

LIVERPOOL AND BIRMINGHAM.

It was found also to be advisable to create a new district out of that which is now regarded as the Liverpool district, and to place it in charge of Mr. G. H. Mitchell, as the existing arrangement is one that can hardly be continued, placing, as it does, Mr. Mitchell, whom I am satisfied ought to take full charge of an agency as he receives an agent's salary and acts merely in the capacity of an office clerk. This will leave Mr. Jury in charge of the Liverpool office with the present staff under his authority, and Mr. Mitchell shall take charge of an office which is to be opened in Birmingham. In view of the fact that the Canadian steamship companies have officers in Liverpool and are continually looking for business, it is unnecessary, in my opinion, to have a large office such as we have now in that city, and I have arranged that in future the rent and taxes, which now amount to $1,875, or about £357, must be reduced and an office secured which will not cost the department more than £100. I did not wish to absolutely settle the question as to the agents who would be in charge of these offices, as I consider the division of the territory as to Birmingham, Liverpool and London offices should be decided chiefly by Mr. Preston. It is, I think, desirable in a number of localities that the local agents should be appointed in England as in the case of Scotland and Ulster, but these appointments must be made in the same manner and on the same terms and with the same conditions as those heretofore mentioned.

The district surrounding London, and to the south of it, will be under the general supervision of the London office itself.

WALES.

I am also of the opinion that Mr. W. L. Griffith should remain in charge of our work in Wales, but that he should have added to his territory the south-western portion of England, which is directly south of Wales, and which shall include such counties as may be fixed by Mr. Preston after consultation with Mr. Griffith. It is, of course, understood that Mr. Griffith shall be available for any work outside the district which may be assigned to him, as for instance, the movement of the Welsh colonists from Patagonia and any other work that may be assigned to him by Mr. Preston or by the department.

GENERAL.

I have arranged with the Commissioner that it shall be the duty of the agents to furnish the fullest information to the London office for transmission to the head office

at Ottawa, and to consult with the London office on any matters of moment to which their attention may be called even though the subject may be outside of the district placed under their special authority. The agents shall continue as heretofore to forward their recommendations to the London office regarding advertising within the district.

The agents shall also furnish the London office with the names of local agents as fast as the appointments are made, so that the department may be advised, and in this way perhaps prevent misunderstanding after the arrival of emigrants who may be sent by local agents. It has also been clearly understood that only one local agent is to be appointed in any one locality.

The agents shall be authorized to travel wherever they may feel it necessary in order to carry out the work to the best advantage, but in no case should they interfere with the territory which may be assigned to another agent of the department, excepting temporarily, as may be especially arranged between the two agents and approved by the London office.

In order to meet the demands which are made from time to time with regard to the work of the agents, it is proposed that they shall keep, in the same manner as that done in the United States, diaries showing their movements each day. These diaries and any remarks regarding the work which will be of interest, are to be forwarded to the London office for transmission to Ottawa at the end of each week. If special assistance is required by any agent in regard to any special work, application should be made to Mr. Preston, and, if convenient, he will arrange for himself, or Mr. Duncan, or Mr. Webster, to render the assistance that may be required.

In arranging for these general regulations I had but one purpose in view, namely, to promote the best interests of emigration work from the United Kingdom to Canada. It is therefore felt that the agents should endeavour to work in harmony with one another to attain the object in view, and it is expected that each will in his own district adopt the best means at his disposal to secure the most desirable settlers for Canada.

PUBLICITY.

Immediately upon arrival in London we placed ourselves in communication with the leading newspapers, and had no difficulty in obtaining interviews which brought forth considerable discussion in the press, and I am pleased to say that the arguments which we urged in favour of Canada as a desirable field for British emigration were, as a general rule, very favourably commented on.

In various sections which I have visited, both in England and on the continent, I found the same old cry of a cold climate still being raised, and it seems to be the bugbear with a great many people who would otherwise like to move to Canada. To give you an idea of the position, a paper which I had in my possession while in England had a long account, with illustrations, of a winter tournament, showing an ice palace as a most prominent figure. Although this ice palace had been constructed some 15 or 20 years previously it was still doing service to the injury of Canada.

Another thing that seems to work to the detriment of Canada, to some extent at all events, is the fact that many people believe that in coming here they will simply hew their way through the woods as did the early settlers in the eastern provinces some 75 or 100 years ago, and that in order to prepare a sufficient quantity of land to raise a crop they must first clear it of all the timber. I doubt whether it is possible to get a British settler to come into any district in the eastern provinces now and settle down with the prospect of having to clear the land of the wood before being able to put it in a state of cultivation, and the only thing, therefore, that can be done is to encourage them to a different understanding of the conditions, especially on the free lands, but I have arranged that the government offices should be used in case the local authorities undertake to publish lists of improved farms which can be purchased in the eastern provinces, and also for the distribution of literature with regard to these provinces, which may be approved by the department, but in order to induce a large movement of people it is found much easier to work largely in the interests of the North-west alone.

NEWSPAPER ADVERTISING.

The suggestion made to me in almost every quarter, both in the United Kingdom and the continent, was that the people were entirely ignorant as to the conditions existing in Canada in regard to agriculture, and it was, therefore, felt that the first necessary step towards stimulating emigration to this country, was to remove, if possible, the deep-rooted prejudice prevalent amongst the rural classes with reference to the climate and other natural conditions of Canada as pointed out above, and impart accurate information as to the possibilities of the country. With this end in view, it was decided to undertake a new system of advertising, and in this relation I wish to express my appreciation of the valuable services rendered by Mr. White, whose experience in similar work on this side of the Atlantic contributed to such a large extent to the unprecedented movement of population, within the last few years, from the United States to Canada.

Advantage was taken of the columns of the leading newspapers, both city and provincial, as well as those devoted to agriculture, and a short, specially prepared advertisement was inserted therein with a view to reaching the classes of people whom it is desired to interest in Canada. In addition to this eight-inch space, which had been contracted for for a period of three months, these papers also agreed to insert such free reading notices as might be furnished them. Mr. White, therefore, prepared reading notices, which appeared in the best papers in England, Scotland, Ireland and Wales.

The total expenditure incurred for this advertising will probably amount to some £3,000, but as it will be the means of reaching millions of people, I have no doubt that it will be fruitful of results which will fully justify the outlay.

'WESTERN CANADA.'

Concurrently with this newspaper advertising, it was decided to issue a special edition of a paper entitled *Western Canada*. The work has been exceptionally well done and has attracted considerable attention. The cost of the same has been some-

what reduced by an arrangement which it has been found possible to make with the postal authorities, by which the papers have been mailed to their destination for one-half penny each instead of one penny. I consider that this publication is probably the best one which has ever been issued by the department for distribution in the old country. Over 500,000 copies of the paper were issued.

Occasion was taken of this extensive advertisement to disseminate reliable information with regard to the resources of Canada, and one circumstance which was referred to in the paper, and which probably created the greatest interest, was the fact of the large number of Americans who are streaming into the Canadian west. This seemed to be practically unknown on the other side and was made the subject of much comment by the newspapers, it being pointed out that if Americans saw great advantages in settling in Canada, there was no reason why Englishmen should not do so themselves, and at the same time remain British subjects. To give an idea of the interest which this vigorous advertising created amongst the farming classes, I may state that when we left London the number of letters of inquiry arriving at the immigration office reached as high as 500 letters a day, and that the prospects were that when the full benefit of the advertising has been attained, this number would be largely increased.

Care had been taken to obtain satisfactory evidence, in the form of affidavits, from the publishers of the paper, as well as from the persons in charge of the addressing and the post office authorities, as to the papers having been properly issued and transmitted to their destination.

The cost of printing and circulating *Western Canada* will be in the neighbourhood of £2,100, which is considered a fair and reasonable charge, and, as far as could be regulated, is well within the price at which such work can ordinarily be performed:—

Cost of printing	£1,200
Postage on 340,000 copies to farmers, &c	716
Addressing, affixing stamps, and wrapping	120
Preparing blocks, &c	50
	£2,086

It may be further explained that nearly 500,000 copies of *Western Canada* were mailed to the homes of agriculturists, gardeners, farm labourers, and others that it is hoped will be interested in Canada. The balance of the papers were placed in the hands of shipping agents, railway and other agents, and local agents appointed by the regular officers of the department.

CIRCULAR.

To give a still further impetus to the advertising propaganda referred to above, 50,000 copies of a special circular were addressed by Lord Strathcona, in his capacity as High Commissioner, to ministers of the gospel, school teachers, chairmen of the chambers of commerce, the boards of trade, the secretaries of Young Men's Christian Associations and public libraries. The contract for printing these circulars was given to

Messrs. McCorquodale & Co., Limited, and the total cost of printing and mailing the same amounted to about £450 or £475.

There is no doubt that this circular will have the effect of enlisting the sympathy of the directing classes in the old country, who may thus be willing to say a good word in favour of Canada, to the intending settlers who may apply to them for counsel and advice.

SCHOOL BOOKS (MAP).

It has been suggested by Mr. Preston that having regard to the policy which the department is following in the United Kingdom in directing special attention to the Dominion of Canada through the schools, as well as on general grounds, and in view of the fact that the books and geographies now in use in the schools are sadly deficient in reliable information respecting Canada, much might be done to popularize Canada and at the same time to correct the many erroneous views which exist as to the geography of the country, by the issue of a map of Canada for public distribution. Such a map should be coloured and in its general get-up should follow that issued by the Copp-Clark Company, of Toronto, with this difference, that its size should be considerably smaller—3 to 4 feet in length, and 1½ to 2 feet in depth. This question of size is an important one in order that no difficulty may be experienced by those to whom the maps are presented in finding wall space for the same. An issue of at least 10,000 copies would probably be required in order to ensure a thorough and effective distribution of the map amongst the schools, public libraries, workingmen's clubs and institutes, village reading rooms, Young Men's Christian Associations, clubs, literary institutions, &c., of the United Kingdom. I quite agree in Mr. Preston's suggestion, and would recommend that it be acted on.

POSTER AND HANGER.

Among other means of advertising which we have adopted and contemplate establishing in Great Britain and Ireland, is the preparation of a placard containing what we call our trade mark in our literature in the States. This is to be placed in all the railway stations and public places where it is possible to have it done on reasonable terms and where it will attract the greatest attention. We are now getting sketches, with estimates of the cost of this, as well as a new hanger which can be placed in the offices.

Regarding the work, both in the United States and in Great Britain, never was I more convinced of the fact that we may expect returns from our work in the way of immigration just in proportion to the amount of common sense business advertising that we undertake. The business of our immigration offices is lively and likely to show results at times when we do our greatest amount of advertising, and the sooner the department and the government are fully persuaded that immigration is secured by a proper system of advertising on continuous and systematic plans the better it will be for our work.

I am, therefore, convinced that with an additional sum which can be used, not in the appointment of agents, of which in my opinion we have quite a sufficient number at present, but in the best means of advertising, there is no reason why we should not have an immigration of from 75,000 to 100,000 each year, and possibly a greater number than I have named.

PROPOSED VISIT OF NEWSPAPER REPRESENTATIVES.

After carefully considering the whole question I am inclined to think that possibly the fullest care has not been exercised with regard to persons who have come out to Canada in the past under certain patronage of the department, at least that they have not been selected in such a way as I think could bring the best results, and while I approve in a measure of the principle of persons being asked to look over the country with a view of reporting upon it, I have come to the conclusion that we could this year adopt a plan which would certainly bring us a good return. The newspapers have been fairly well open to any statements we wished to make regarding Canada, and in view of the special interest which has been created and which will be greatly enhanced through the coronation proceedings, I therefore partly arranged for a party of the editors representing some twelve or fifteen of the chief papers of Great Britain and Ireland, to make a tour of Canada during the month of August or September next for the express purpose of writing up from their standpoints, with a view of stimulating immigration, statements respecting this country from their actual observation. In order to hold the thing within proper lines I concluded that it would be wise for them to come out, if possible, accompanied by Mr. Preston and go through to the coast, having him in charge and seeing that they do their work properly. Of course, if it is necessary we can send some one along with them as well as Mr. Preston on their arrival, but I think no better person than he could accompany them. My special reason for suggesting his name is that it will give him a standing with these papers which will be of vast assistance to him on his return to the old country as he will be in such complete touch with them. I have already consulted with some of the leading representatives of papers with regard to this matter, and they assured me that there would be no difficulty in arranging for a party of good men directly connected with the papers. Amongst others there will be the London *Times,* the London *Daily Mail* and the *Chronicle,* and perhaps one other leading London journal; the Manchester *Guardian,* the Liverpool *Mercury,* the Birmingham *Post,* the Edinburgh *Scotsman,* and an Aberdeen and Inverness and Glasgow paper, the *Evening Telegraph* of Belfast, which is the leading paper in Ulster, as well as the Dublin *Times.* These are by far the most prominent papers in the United Kingdom, and I am told that to get articles properly supervised by our own officials will give us a better advertisement than anything we have had in the way of newspaper advertising in the old country.

REUTER'S AGENCY.

Before leaving you will remember me having brought to your attention the question of dispatches being sent through Reuter's Agency. I am very pleased to say that while in the old country I was enabled to get in touch with this very extensive news

agency, and to such an extent that I think the department will have little difficulty in arranging for the free circulation of any matters of interest which we may decide on sending. It was thought, as I mentioned to you, that the cost of this would amount to about $3,000 per annum, but this expense can be saved, and I think a very considerable amount of good advertising can be had through the agency. I fancy that it is by far the best as its dispatches not only reach the papers throughout Great Britain and Ireland, but also those on the continent. I found that even to the papers in Germany statements which I had given to the papers in London had been sent through by Reuter's practically as full in regard to particulars as the accounts published in England. I therefore think it advisable for some person in the department to take charge of the gathering of information which we can use to the advantage of our immigration work, for transmission to the Reuter's, and I am sure they will give very full notices to all the papers of anything we might send.

WOLVERHAMPTON AND CORK EXHIBITIONS.

With regard to the exhibitions at Wolverhampton and Cork, it seems to me that Mr. McLeod, of the Liverpool office, might very well be sent and placed under Mr. Scott's authority at Wolverhampton for distribution of literature, &c. I think we might just as well use those that we have in the offices now instead of employing others, and Mr. McLeod has already had some experience so that there is no reason why he should not be quite capable of doing whatever is required of him in this regard.

FAIRS AND EXHIBITIONS.

It is proposed that at the various fairs and exhibitions, the distribution of literature will be continued, names taken of all who desire further information than can be given by the attendant in charge, to whom literature will afterwards be mailed by the agents of the department.

WELSH-PATAGONIAN EMIGRATION.

With regard to these settlers, I need not say that the answer of Mr. Chamberlain was not at all satisfactory to the delegation that waited upon him, nor indeed was it very satisfactory to Canadians generally. It must be remembered, however, that the deputation that waited upon Mr. Chamberlain in no way represented Canada, but was simply a committee of Welshmen who were desirous of relieving their fellow-countrymen from distress in Patagonia. It was neither an unnatural nor an unreasonable thing for the committee to make the request that they did of the Imperial government. Especially is this true when it is borne in mind that these Welsh residents in Patagonia, although they lived in South America from 15 to 35 years, had not renounced their allegiance to the British Crown and might have been regarded by the Imperial government as British subjects in distress in a foreign country, and, therefore, entitled to every reasonable consideration. I was informed that some time ago these same people made representation to Mr. Chamberlain asking to be transported to South Africa. Now this might have accounted in a measure for his reply when he stated that he misunderstood the object of the meeting of the deputation to himself. His reference, how-

ever, to the climate of Canada was a most uncalled for thing, and I think that it was quite proper for Canadians to resent it.

I certainly feel that if this government makes a grant to the committee appointed in this connection of $5 per head, which will amount to $2,500, in addition to the large expenditure which was incurred in sending Mr. Griffith and Mr. Reese—nearly as much more—to Patagonia to interview these people, that is all that could be expected of us. Moreover, I am convinced that just as many of as good a class of settlers could be got for an expenditure of probably less money.

PERSONALLY CONDUCTED PARTIES.

I am convinced that from the information which has been conveyed to the people in the old country generally through the publicity above referred to, and also in view of the very sudden returns by way of inquiries, we may confidently look forward to a very largely increased number of arrivals from Great Britain during the present year. In order to allay any feeling of timidity on the part of persons coming out, arrangements have been made to have specially attended parties of immigrants sail from Liverpool and Glasgow every two weeks, commencing this month. Each of such parties will be in charge of an officer of the department, and this arrangement will afford a splendid opportunity to those wishing to move to Canada to do so under the most favourable circumstances. A special circular to that effect was issued and distributed during my visit to the old country.

The following instructions were issued to the Commissioner of Immigration with regard to these specially conducted parties:—

In connection with the personally conducted parties it would be well, in each case, to advise the agents that in addition to what may suggest itself to them as necessary in order to secure a safe and satisfactory voyage, it would be their duty:

1. To give every attention to the question of baggage and to assist the emigrants to take care of it. This at the port of embarkation as well as the Canadian seaport, at which they will arrive. They will further see that the emigrants are supplied with good and substantial food on the passage, (the steamship company, of course, must provide it, but the department is anxious that it should be of a good quality and not such as to create a dissatisfaction amongst the people,) and see that any persons who may be taken sick on the voyage or on the trains are properly cared for, and when a doctor is necessary to arrange to have one visit them. It sometimes occurs, especially on the trains, that passengers become ill and must have the services of a physician. In this case it is always usual for the agent of the department in charge of the train to telegraph ahead to have a doctor at the train ready to attend to any case.

2. It is necessary that the agent should see that a proper supply of food is taken on board, and that supplies are got from time to time as required. (In order to carry this out it is usual for the agent to telegraph ahead to places where food can be conveniently purchased.) It is understood, of course, that the passengers provide food for themselves on the railway journey, but the agent is to see that they are not overcharged for anything they may require.

3. On arrival at Halifax, or St. John, or Quebec, as the case may be, immediately interview the agent of the department with regard to any information that may be de-

sired, and he will find that the agent will be glad to assist him in any possible way in matters that it may be necessary to attend to.

4. On arrival at the seaport the agent should telegraph to Mr. Frank Pedley, Commissioner of Immigration, Ottawa, of his arrival and of the number of passengers.

5. On arrival at Winnipeg, Mr. J. Obed Smith, Commissioner of Immigration, and his staff, will look after emigrants who may desire to stay over at Winnipeg. (It is understood that the agents in charge of the party must go through as far as the passengers may be billed, but not further than Calgary.)

6. The intention of the department on arrival in the various districts is to give every assistance that may be necessary to the passengers and to make them feel that the government is looking closely after their interests and doing everything to make their journey pleasant and agreeable. It is hoped, therefore, that the agents will become as well acquainted as possible with the passengers so that they may individually feel a confidence in the scheme.

It was decided, however, in view of the changes that were being made, that it would be well not to carry them out definitely until the agents who are coming to Canada in charge of specially conducted parties should return to the old country. Each agent is billed to take charge of a party and he would have just got nicely settled under the new arrangements when he would have to leave, so I concluded it would be better to let them carry on whatever work they had in hand that had to be completed and fulfil their engagements as to lectures, &c., which I understood some of them had made. They would then be in a position to take up the new work that had been decided upon.

SOUTH AFRICAN EMIGRATION.

As to the general policy of assisted emigration by the Imperial government to South Africa, which has been suggested and by which English farmers will be located on lands and supplied with complete outfits, I have no doubt that if such a policy is carried out it will certainly have a tendency to check our own work in England, although I feel certain that if the people who are assisted took time to consider the comparative advantages of South Africa as compared with Canada from an agricultural standpoint, they would hesitate before accepting any offers to locate in the Transvaal or the Orange River State, and possibly the competition will not be as keen as would appear on the face of it. I do not know that any fault could be found with the Imperial government for undertaking to locate a number of regiments of yeomanry in their newly acquired territory in Africa, as perhaps the British residents in the country would feel that they ought to be given a certain amount of protection, but I do think that Canada might very properly complain, after the large amount of money that has been spent in encouraging British emigration to this country, for the British government to discriminate against her in favour of another colony. Until, however, the policy of Mr. Chamberlain is definitely announced, it is perhaps premature to refer to it just now, and I am disposed to think that he will not be likely to undertake a course which will be so unpopular.

In conclusion, I may state that after some years of active experience in our immigration work, I have come to the conclusion that the field for work in Great Britain is

one that will by 'employing up to date methods bring large returns,' and I certainly look forward with confidence to good results from our mission even during the present season.

The suggestion made to me in almost every quarter, both in the United Kingdom and on the continent, was that the people were entirely ignorant as to the conditions in Canada, and that what was necessary was to adopt a proper system of information, and from what we have done, I do not think that there will be any excuse in future for any person, especially Britons, not understanding the conditions as they exist in this country.

CONTINENTAL EMIGRATION WORK.

During my visit to the continent I made it my business to inquire more particularly into the work that is being carried on, and beg to submit the following statement as the result of my inquiries.

Under the arrangement, made some two years ago with the North Atlantic Trading Company, Amsterdam, Holland, for an aggressive propaganda in a number of European countries, I may point out that the efforts made by this company are, in my opinion, much more satisfactory than any work that was done previously through the local steamship agents. In having one large and influential institution giving special attention to Canada, not only through its head office but its various agents and the agents of the parties composing the syndicate on the continent, better results will, I am sure, be obtained than could possibly be expected in dealing with local steamship agents in the smaller places throughout the various countries. In my opinion, the local agents could do no more than give, (and perhaps could not owing to restrictive laws do that,) information regarding Canada, by the distribution of pamphlets when persons who were thinking of moving to Canada make application. The result of this system was clearly shown by the fact that the inspector, Mr. Preston, when visiting certain sections of the continent, found a great quantity of unused and obsolete literature stowed away in offices without having been distributed at all. The bonus paid to the local steamship agents of £1 per ticket on declared settlers, was about the same or perhaps less than the amount paid by other countries which are looking for continental emigrants, and consequently the agents had no special interest in Canada more than any other country, so that as a matter of fact, no organized effort was made or could be expected from such a plan. With a live company, however, which has shown very clearly that in most of the countries of Europe an aggressive campaign of education has begun in favour of Canada as a field for settlement, it would seem that much better results will in the very near future be obtained. I was informed, but as to the absolute accuracy I had no means of verifying it except in a general way, that of all the literature which was distributed through government channels under the arrangement with the local agents, not more than 10 per cent of it reached its destination. This is accounted for by the fact that the question of sending the literature which could be carried through the mails as ordinary letters seems to have been overlooked, at all events to a very great extent, and the authorities consequently brought into effect the provisions of the laws of a number of countries from which possible emigrants of a good class could be secured and prevented

such literature from reaching its destination. Under the present arrangement, the preparation of pamphlets will be carefully looked after, so that no distribution is made excepting as ordinary mail matter, each being inclosed in sealed envelopes. During the past year upwards of half a million publications have been posted to the addresses of agriculturists throughout the various countries, a statement of which is hereto attached. The representative of the company states that fully 95 per cent of these reach the persons to whom they are addressed. I find that the active members of the syndicate have very fully informed themselves of the possibilities of Canada, and show a very keen interest in the work of inducing settlement, especially in the western territories of the Dominion. There cannot be any doubt that the results of their efforts will be very fruitful. From the statements furnished to me, and for the verification of which they have aud are prepared to give any representative of the government the fullest access, it is very clear that they are willing to risk a very large amount in the undertaking as a business transaction, but they only feel disposed to do so if they have some guarantee for the permanency of the arrangement. It would appear only reasonable after the experience of the last year or two, and the fact that the company give every assurance of their intention to carry out to the letter the terms of the new agreement, that such an arrangement might be made with them as will give it more permanency and at the same time protect the department from any neglect on their part to fulfil their obligation. After full consultation, therefore, I am now submitting the terms of an agreement which I feel sure is the best that could be made in the interests of the government, and which will, I am advised, be satisfactory to the company. It is proposed that in consideration of the conditions of the agreement being carried out, the department shall grant to the company a bonus of £1 for each man, woman and child, only of the agricultural class, or to girls over eighteen years of age who are to be engaged as domestic servants in Canada, who may emigrate from the following countries:—Belgium, Holland, Denmark, Russia, Germany, Austria-Hungary, Northern Italy, Luxembourg, Roumania, Bulgaria, Servia, Switzerland, Norway, Sweden, and Finland, and any other countries that might afterwards be included in the arrangement. The conditions of agreement are as follows:—

'The company shall undertake a systematic and persistent propaganda in the countries named by which people in the agricultural districts shall be made aware, by advertisement in the public newspapers and other publications where possible, by pamphlets published by the company in the various languages of the countries referred to, as well as by personal efforts by representatives of the company, as to the advantages offered in Canada as a field for settlement; these pamphlets to be distributed carefully by a representative of the company and through the mails, and all such publications and advertisements are to be approved by a representative of the government before they are distributed. The company agree that a sum of money not less than £3,000, or $15,000, shall annually be expended by them in carrying on the work. Special provision is made in respect to settlers from Galicia, Roumania, Servia and Russia, excepting Germans, that each married man and wife shall be possessed of not less than $100, and $25 for each of their children, the maximum amount for a family being fixed at $200: in the case of unmarried men and unmarried women, they are to be possessed of at least $25. It is, of course, agreed that the amount named shall be over and above the cost of transportation. There will be no money restrictions with regard to other emigrants. In order to ascertain the amount of money the emigrants may be possessed of, it is to be provided in the agreement that the company shall be required to establish

by reasonable evidence, if requested by the department, that the emigrants are possessed of the amount referred to. It may be added that many, if not all the emigrants who sail from Europe, exchange their money for American money at the port of debarkation. In this way evidence can be produced to show the amount possessed by persons who sail at certain dates. In addition to this the agents of the department at the Canadian seaports have instructions to make inquiries on this point. Another provision of the new arrangement will provide that the department in addition to the bonus named, in order to assist and encourage the company in a special effort in Norway, Sweden and Finland during the next two years, and after two years in any countries which the department may name, shall make a grant to the company of £750 for special work on the condition that the company will supplement this amount by an actual expenditure of £1,000 on the same special work. The company, as security for establishing their bona fides and the fulfilment of the terms of the contract, shall deposit with the Canadian government the sum of £1,000, which is to be retained by the government for at least three years, and upon which the company is to receive interest at the rate of three per cent per annum.

It is further agreed that the duration of the contract shall be for a term of years, ten being mentioned as the number, on the condition, however, that the department shall, on demand, have the right to cancel it, upon reasonable evidence that the company has neglected to fulfil the conditions, or any portion of them, imposed upon it. The other details in connection with the arrangement will provide for the payment of the bonuses to be made quarterly beginning on January 15. It is, of course, clearly understood that no bonus is to be paid on any except those who have been occupied in farming operations in the countries named herein.

It will be remembered that some two or three years ago an arrangement was made with Mr. Crogius, of Helsingfors, Finland, through Prof. Mavor, who visited Finland in the interests of emigration to Canada, by which he should receive a bonus of six dollars for each emigrant from that country. No practical results have come from this arrangement. I am informed that, under the Emigration Laws in force in Sweden, Mr. Crogius cannot undertake any active work directly in the interests of Canada. He is the proprietor of perhaps the largest steamship agency in Finland, and consequently in this respect has much influence, but he cannot undertake to direct emigrants to any one country in preference to another, his business being simply to book passengers to any country to which they may apply to him for tickets. The emigrants themselves must name the place of their destination. In view of this and that nothing was done in connection with the arrangement made with him, it is thought advisable to make a special effort, as indicated in the proposed agreement, by which the N. A. T. Company will undertake to send a qualified representative or representatives to Finland, and to make a special effort to encourage emigration directly to Canada.

In connection with the arrangement it will be observed that France has been excluded from the countries named in the agreement. This is in view of the fact that the government has at present an office in Paris which it is thought might be used with advantage in connection with emigration matters. The office in Paris is centrally located, although not quite as satisfactory in some respects as could be wished for, especially for emigration purposes, and it would seem to be wise that use of it should be made by the Department of the Interior to promote French emigration. At present

little is being done in this connection, owing perhaps to the fact that no grant is being made to the Commissioner, the Hon. Hector Fabre, to cover the expenses, and I am of the opinion that it might be well to make a limited grant for the present year to cover postage and any press notices which Mr. Fabre might think wise to insert. In addition to this, use might be made of the Canadian French papers and pamphlets which could be distributed through the Commissioner's office in Paris.

In Belgium, which is included in the agreement, the N. A. T. Company have been doing much to assist the representative of the department. Mr. DeCœli's work has not been accompanied with results commensurate with the efforts he has made; but the prospects for good work in the immediate future are such that I think it would be unwise to make any change in regard to this position. He is a Belgian by birth, and speaks both the French and Flemish languages, and has been most active in directing attention to Canada. It has been decided to arrange for a special party to leave Belgium for Canada to be accompanied by Mr. DeCœli.

It is well understood that the law in Germany is so very stringent and so effectively enforced that it is very difficult for persons who contemplate moving and settling in new homes to be got at, but I am satisfied that the efforts which the company will make cannot but result in a considerable number of German farmers taking advantage of the opportunities that are offered to them in Canada. The strong competition of the United States and the South American republics will, under the suggested new arrangement, be certainly overcome, and I feel certain that a fair share of very desirable emigrants will be obtained from the various countries of the agreement. It will, of course, be necessary for the department to see that the details of the agreement are being carried out, although I would not question the intention of the company in fulfilling its obligations as the returns which the company may expect will depend very largely upon the largeness of the effort they will make. It has been understood between the company and myself, however, that the agreement as I have stated in this memorandum will be acted upon as at the first of January in this year.

While on the continent my attention was drawn to the fact that enormous sums of money are now being forwarded from foreign settlers in the United States to their friends at home; in many cases with the idea of paying for the tickets to bring them to America. In one instance, that of a steamship firm at whose offices I called, I was informed by the head of the firm that during the past year their office alone had received from persons who had moved a few years ago to the United States, over 4,000,000 marks, equal to $1,000,000. This is now being carried on on a regular systematic basis, and all the leading steamship firms undertake to handle and forward all money sent to them by parties who have moved to America for this purpose.

I am satisfied, on consideration, that a system can be devised by which the offices of the department can be utilized in this way, which will encourage, possibly as much as anything that can be thought of, emigration from European countries to Canada. The very fact of a man being able to send back money to bring his friends out is as strong an argument as can be used with some people as to the success following those who come and settle in our country. In addition to this, the settlers who wish to forward their money would feel satisfied that placed in the hands of the government it

would be perfectly secure, and I think it would even pay the department, whatever the small cost might be, to transmit the full amount of any moneys without charge or deduction placed in their hands for this purpose.

I intend to devise a plan for carrying out this work systematically, but of course it will take a little time.

PARIS OFFICE.

With reference to the Paris office about which you have asked me to make a special report, I beg to say that I have visited Paris and have discussed with Mr. Fabre the question of his office. I find that it has been rented for a term of years (five); the lease has two or three years yet to run. The office may be considered as well located for some purposes, but for emigration work it is hardly suitable and more elaborate than is necessary and has not the advantages that an office located in a better thoroughfare would have for our work. There is certainly no occasion for so many rooms in an emigration office, nor do I consider that the department would undertake, if they were opening the office, to furnish it in the style that has been done in this case. The rental and ordinary expenses of the office amount to about $3,000 per annum. Mr. Fabre advises me that the rental, taxes and insurance expenses have been paid up to July 1 last, and there is now due 6,200 frs. for rent and taxes, or nearly $1,500 in all. You are, of course, aware that this office is situate on the third flat of the building and without an elevator, and for this reason as well as others, I think for emigration purposes it is not satisfactory.

I do not consider that the prospect of emigration from France is very bright. The syndicate with whom we do business on the continent undertook work in France, but they advise me that it is most difficult to distribute literature or even to secure advertisements in papers, and I have taken it from the list of countries under the agreement. However, I consider it well worth our while to try for the next year at all events, and I will make reference to it in my report on the continental work. I may say that I consider it advisable to use Mr. Fabre and his office so long as we are in a position to take advantage of anything he can do, but I would not recommend a very large expenditure being made until we see some more justification in it.

I may add that from what I can gather Mr. Fabre is very well connected, and in this way might be in a position to influence emigration, but I have no way of ascertaining what his ability would be in that direction. I think for this year, as the office I presume must be kept, on account of the term of lease, it would be worth our while to give him an opportunity. My opinion is that an expenditure of say, $1,000 for the next year to be expended on a limited amount of advertising, which possibly he may be able to get and in postage on literature, &c., would be advisable.

I have the honour to be, sir,
Your obedient servant,

JAS. A. SMART,
Deputy Minister.

PART I.

DOMINION LANDS.

DOMINION LANDS

No. 1.

REPORT OF THE COMMISSIONER.

DEPARTMENT OF THE INTERIOR,

OTTAWA, September 23 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1902.

The following statement sets forth the amount of work performed in my office as compared with the previous twelve months:

COMMISSIONER'S OFFICE—GENERAL STATEMENT OF WORK PERFORMED.

		1902.		1901.
Files transferred and dealt with		35,877		31,153
Letters sent	Originals, 25,954		21,620	
	Triplicates, 18,887		16,978	
		44,841		38,598
Applications for patent—				
Number examined		6,929		5,456
New applications		3,116		2,202
Certificates of recommendation issued		3,686		2,131
Official receipts issued		37		469

The accompanying reports received from the different agents of Dominion lands, with their attached schedules set forth fully the condition of their respective districts, and the transactions of their offices.

The past year has been one of remarkable prosperity, the abundant harvest of 1901, and the even greater crop of 1902, having placed the settlers in the North-west in a most satisfactory position.

Settlement is proceeding rapidly, and the immigrants who have established themselves here are proving the best of agents by inducing others to join them, and in this way supporting the efforts of the Immigration Branch in no small degree and with undoubted success.

The settlers who are now arriving are of a desirable class. Among them are experienced farmers with capital, and the figures showing the number who take up land, satisfactory as they are, do not include all, as a certain proportion purchase farms in the older districts and from land corporations.

The result of this influx of settlement has been an increase in the value of lands, and prosperity of the country is evidenced in the erection of schools and churches, and in the substantial buildings which everywhere begin to take the place of structures which served through the earlier stages of pioneer life.

The question of surveys is now an important one, and special efforts will have to be made in order to meet the demands of settlement.

The ranges have greatly benefited by the bountiful rains early in the year, and stock is reported to be in excellent condition.

A local market has been created in some districts by the demand for draught cattle for new settlers, and this may possibly have reduced the number that otherwise would have been exported for beef.

Forest and prairie fires have been kept down under the strict system of guardianship now in force, assisted doubtless, by the wet weather, and no losses have been reported from this source.

The sub-agencies which have been established throughout the country have been of great benefit in outlying districts, and have contributed greatly to the speedy location of settlers. This system has now been carefully tested and has proved most satisfactory, as may be seen by reference to the report of work done.

The increased demand for lands has amply justified the course of the department in holding all even-numbered sections exclusively for homestead entry, and evidence is not wanting that those settlers who have already made their entries are complying more strictly with the regulations than heretofore, from the knowledge that an application for inspection with a view to cancellation, will speedily follow neglected duties.

It is hardly necessary to point out the effect of the activity in the west. The staffs of the various agencies are pushed to the utmost in satisfying the demands upon their

time. Inquiries from all parts of Europe and America have added materially to the correspondence, whilst the constant work of furnishing information to those who appear in person, and the discharge of ordinary official routine, necessitate long hours of arduous work. It is with satisfaction that I can speak of the careful and efficient manner in which these duties have been performed.

I am, sir, your obedient servant,

J. G. TURRIFF,
Commissioner.

No. 2.

REPORT OF THE INSPECTOR OF AGENCIES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE INSPECTOR OF AGENCIES,
WINNIPEG, MAN., Sept. 1, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report for the year ended June 30, 1902, in connection with my work as Inspector of Agencies.

As you are fully aware, the year has been an extremely busy one and the pressure of work at the several district offices and at those of many of the sub-offices has been such as to tax the energies of the officials to the utmost, and at some of the offices it was found necessary to work long hours overtime.

I found in my rounds a great interest being taken in the welfare of intending settlers, in getting them satisfactorily settled on land. This attention on the part of the officials was much appreciated by the new-comers and assisted in no small measure in making them feel at home in the country.

As will be seen by reference to statement 'A,' appended, the total number of homestead entries granted during the year was 14,725, being 6,558 in excess of the preceding year. Taking each homestead as comprising 160 acres, the total area disposed of under that head amounted to 2,350,000 acres.

INSPECTIONS.

All the agencies were inspected at least once during the year and several of them two and three times. Those which are permanent, number sixteen, being the same as last year. The volume of business transacted at each respectively and the cost of management are shown in Schedule 'A' already referred to.

A most important part of the agency work, that of giving out information to land seekers, and assisting them in getting settled, it is impossible to show in tabulated form. Much time was taken up at all the offices in that connection.

It will be observed that, notwithstanding the enormous increase in business over last year, the additional expense in salaries and contingencies is exceedingly small.

SUB-AGENCIES.

Several changes were made in the sub-agencies during the year. Where the amount of business transacted had declined to small proportions the agency was closed and others were established at points where necessity demanded. A list of those doing business during the year is shown in Schedule 'B.' The figures given in the schedule are self-explanatory and show the extent of business performed at each sub-agency and the attending cost.

The policy of the department in establishing these branches has proved a wise one. Apart from the work of a routine character performed, which greatly relieved the pressure at the general agencies, they are found of inestimable value to the intending

settler in that he can obtain reliable information relative to the land comprising the sub-agency and transact his business without the delay and expense of having to refer to the general agency.

The cash collections made by sub-agents are remitted each out-going mail to the general agent in whose district his office is situated. These remittances are made by postal or express order. You will observe on reference to Schedule 'B,' that the collections at these sub-agencies amounted in the year to $93,504.46. This money reached the department safely and without unnecessary delay. In view of the large amount of money handled, it was deemed advisable to place the sub-agents under surety bond, as are the general agents.

Besides the work devolving upon me as Inspector of Agencies, I have attended to many matters of a special nature for the department.

My time has been so fully occupied with other duties that I have been unable to give very close attention to the routine work carried on in the Winnipeg Land and Crown Timber Agencies. I have, however, been able to keep in pretty close touch with the business, upon which I am frequently consulted by my assistants, Mr. J. W. E. Darby and Mr. A. F. Crowe, of the two branches respectively.

These officers have shown a great interest in their work and are deserving of favourable mention.

HOMESTEAD INSPECTOR AND FOREST RANGER SERVICE.

This service which has been under my personal supervision for some years has on the whole rendered satisfactory work. The names of the officials and the amount of work performed by each respectively, are given in Schedule 'C' appended.

In volume, a decided increase is shown, but, as will be observed from the figures in the schedule, the work performed by some of the homestead inspectors, suffers in comparison.

The work of the forest rangers, which is largely of a preventive character, cannot be rightly estimated or accounted for in tabular form.

Respectfully submitted,

E. F. STEPHENSON,
Inspector of Agencies.

A. Dominion Land Agencies, principal transactions for the year ending June 30, 1902.

Agencies.	Homestead Entries granted.	Land Sales.	Land Scrip Located.		Applications for Patent received.	Land Entries cancelled.	Timber Permits issued.	Hay Permits issued.	Letters.		Revenue.		No. of Staff.	Expenditure.	
			No.	Acres.					Received.	Sent.	Scrip.	Total Scrip and Cash.		Salaries.	Contingencies.
											$ cts.	$ cts.		$ cts.	$ cts.
Alameda	1,979	47	309	31,987	177	508	474	172	7,492	3,989	5,976 32	28,162 68	3	1,865 11	374 51
Battleford	168	...	9	1,680	2	11	22	18	593	421	.....	2,382 85	1	500 00	26 43
Brandon	653	82	3	719·91	281	167	257	410	10,348	9,603	6,614 63	29,751 73	4	3,720 00	224 67
British Columbia	.....	.....	.....	.....	.....	.....	60	...	1,846	2,359	.....	43,423 52	2	2,400 00	430 22
Calgary	1,495	78	50	11,302	125	351	339	173	9,735	5,686	23,712 38	49,516 09	4	3,711 84	562 32
Edmonton	2,144	76	670	79,434	376	566	1,117	75	8,897	6,234	4,464 05	35,433 11	5	3,116 03	509 15
Dauphin	381	16	12	2,880	378	145	605	210	5,114	4,101	588 00	11,845 95	2	1,950 00	361 25
Kamloops	88	71	....	.....	43	15	.....	10	2,799	2,002	26,905 85	30,331 82	1	1,328 82	118 55
Lethbridge	893	141	80	10,973·67	161	172	170	35	10,928	6,229	17,637 88	49,996 28	3	2,367 88	324 79
Minnedosa	439	16	....	.....	177	61	382	180	4,562	3,365	2,172 21	9,060 03	2	2,205 96	329 78
New Westminster	26	9	.....	.....	.....	.....	..	...	1,699	1,336	240 00	2,176 61	1	1,283 26	142 70
Prince Albert	1,009	21	...	.....	192	110	434	40	3,813	2,519	2,708 89	23,958 81	3	2,225 90	232 65
Red Deer	1,149	32	.....	.....	118	321	489	98	6,365	1,149	3,569 73	17,702 13	2	1,801 96	280 58
Regina	2,438	89	1,184	154,550	378	362	338	407	13,750	11,043	13,124 43	46,208 11	6	1,587 56	430 57
Yorkton	1,075	51	.....	.....	141	141	143	205	4,957	4,754	4,360 67	16,873 87	3	2,040 63	159 81
Winnipeg	788	147	...	.....	410	164	855	161	15,39·	16,198	16,566 14	81,060 78	11	10,061 61	5,104 45
For year ending June 30, 1902	14,725	879	2,317	293,526·58	2,955	3,094	5,685	2,194	98,296	81,588	128,641 21	477,884 37	53	45,169 56	9,612 43
For comparison with year ended June 30, 1901	8,157	1,166	1,564	210,634	2,257	2,376	5,320	5,630	96,486	77,153	201,422 69	120,875 15	48	{ Salaries and Contingencies, $47,816.79.	

Note.—The contingencies of the Winnipeg Office include the salary and travelling expenses of two Forest Rangers, Jerome and Walkinshaw, and travelling expenses of Messrs. Abercrombie, Coxe and McMillan.

E. F. STEPHENSON,
Inspector of Agencies.

B.—List of Sub-Agents of Dominion Lands and Statement of principal work performed by them during the year ended June 30, 1902.

Name.	Place.	Applications for homestead entries taken.	Applications for patents taken.	Applications for timber permits taken.	Applications for hay permits taken.	Amount remitted to Land Office.	Salary.	Expenses Postage, exchange and commission.	Remarks.
						$ cts.	$ cts.	$ cts.	
Regd. Newth	Fort Qu'Appelle	81	22	3	30	1,257 25	240 00	13 92	
Hugh Harley	Swan River	143	77	298	37	2,372 80	300 00	10 85	
R. W. Hill	Carman	4	2			37 50		1 80	By commission ; sub-agency closed.
S. Green	Moosejaw	226	30		4	2,276 40	300 00	24 36	
S. Page	Wapella	97	29	19	36	1,288 43	300 00	14 41	
L. Adamson	Fort Saskatchewan	15	6	3	1	144 60	100 00	1 59	July 1 to October 31, 1901.
S. W. Anderson	"	55	6	62	2	865 25	200 00	6 18	November 1 to June 30, 1902.
L. B. Cochran	Medicine Hat	211	19	54	4	2,798 62	300 00	29 07	
R. M. Mitchell	Weyburn	682	14	37	34	7,143 45	450 00	43 60	
J. R. Bunn	Milestone	257	1	10		2,305 20	180 00	22 28	
A. E. Cox	Pincher Creek	235	41	59	10	5,292 47	300 00	33 75	
P. A. Miquelon	Wetaskiwin	963	35	140	1	9,863 85	450 00	54 23	
F. Vickerson	Lacombe	579	53	285	28	10,205 31	450 00	47 39	
R. B. Taylor	Grenfell	76	23	15	22	956 60	180 00	12 61	
H. G. W Wilson	Indian Head	151	14	2	22	1,869 97	300 00	20 95	
Jos. Nixon	Macleod	367	14	11	1	6,559 71	300 00	19 65	
R. M. Douglas	Tantallon	25	4	6		253 50	190 00	2 85	
C. O. Card	Cardston	90	64	34		1,049 60	300 00	6 10	
M. J. Dubois	Duck Lake	90	22	60	9	1,130 45	175 00	4 46	December 1 to June 30, 1902.
F. J. Musgrove	Estevan	439		5	1	4,456 85	300 00	1 70	
J. J. English	Maple Creek	91	3	36		993 50	300 00	14 67	
W. D. Pitcairn	Ponoka	341	7	66	6	10,270 68	300 00	39 65	
R. W. Logan	Olds	259	38	102	17	3,089 57	450 00	15 25	
Robt. McIntosh	Saskatoon	592	3	80	11	5,628 60	300 00	28 66	
H. de Deftal	Rosthern	533	93	86	9	4,537 33	750 00	69 01	July 1 to Nov. 30, February 1 to June 30.
A. B. Cook	Arcola	418	27	80	71	4,430 60	300 00	39 89	
A. E. Wilde	Melfort	61		42	3	680 70	120 00	5 20	November 1 to June 30, 1902.
J. B. Holden	Leduc	54	34	61	8	533 55	225 00	13 38	October 1 to June 30, 1902
J. W. Yeo	Stuartburn	10	34	51		209 00	75 00	4 08	January 31 to May 31, 1902.
Jos. Lapointe	Willow Bunch	12	9	2		113 00		1 40	Paid by commission.
H. M. Douglas	Innisfail	44	3	4	3	890 12	45 00	3 82	April 1, 1902.
C. W. Piper	Finsbury								May 20, 1902. No returns received.
		7,201	727	1,713	377	93,504 46	8,180 00	606 76	
Compared with year 1901		3,081	335	961	529	40,132 97	5,829 18		

E. F. STEPHENSON, *Inspector of Agencies.*

C.—Statement showing the work of the Homestead Inspectors for the year ended June 30, 1902.

Name of Inspector.	Headquarters.	Number of Land Inspections made.	Number of Applications for Patent taken	Number of Miles travelled by Wagon.	Number of Miles travelled by Rail.	Remarks.
Sigtr. Jonasson	Winnipeg	130	50	2,819	1,080	From 15th July, 1901.
R. D. Foley	"	233	95	2,989	2,744	From 1st April services employed in Winnipeg Land Office.
J. F. Gibson	Brandon	154	106	2,499	1,826	
Martin Jerome	Winnipeg	137	111	2,706	1,455	
Jas. McArthur	Prince Albert	64	108	3,760	128	
Neil McCallum	Yorkton	216	216	4,988	364	
D. J. McDonald	Kamloops	75	41	1,130	4,867	See also under head of Forest Ranger.
R. E. McGregor	Dauphin	147	111	3,100	703	
S. P. Porter	Regina	415	208	3,563	1,579	
W. W. Stuart	Calgary	272	73	4,689	2,955	
Stephen Wilson	Red Deer	88	12	1,369	110	From February—five months work.
J. W. Thompson	Minnedosa	225	151	4,951	505	
W. B. Underhill	Melita	176	148	2,204	2,032	
Thos. Young	Dauphin	182	101	2,818	5,004	
Jas. McDiarmiad	Edmonton	167	61	2,208	.....	From January—six months work.
Thos. W. Bryant	Calgary	25	11	516	1,637	From April—five months work.
A. G. Harrison	Edmonton	105	48	984	.....	To end of November—five months work.
		2,811	1,651	47,293	26,989	

FOREST Rangers and Preventive Officers.

Name.	Headquarters.	Timber Permit Applications received.	Hay Permit Applications received.	Seizures made.	Miles travelled.	Land Inspections made.	Number of Applications for Patent.	Remarks.
Wm. McMillan	Treherne	25	1	6	5,159	251	197	
C. A. Walkinshaw	Boissevain	179	11	3	2,819	2		
Jos. Coxe	Selkirk	17		6	4,184	23	1	
Jno. Abercrombie	Moose Mountain	227			5,209			
D. J. McDonald	Kamloops	24			5,997			Asst. Crown Timber Agent.
J. A. C. Cameron	Edmonton	27			4,781			From 1st September.
		499	12	15	28,149	276	198	

E. F. STEPHENSON,
Inspector of Agencies.

No. 3.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
WINNIPEG, MAN., September 9, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I am gratified, in presenting my annual report for the fiscal year ending June 30, 1902, to be able to say that the promise of continued and increased prosperity for the Canadian North-west, which in my last report I ventured to predict, has been more than fulfilled in the realization of the year which has just closed. The yield of all classes of cereals, the area of land under cultivation, the number of settlers who have taken up permanent residence, all show satisfactory increase respectively in quantity, area and number. There can be no doubt but that substantial progress has been made in Manitoba along all lines, and that a hopeful feeling for the future is everywhere in evidence.

In Schedule 'A' attached to my report as Inspector of Agencies, I have given a summary of the business performed at the Lands Branch during the year, which compared with that of the preceding year shows a satisfactory increase. In view of having given pretty full statistical information having a direct bearing on the work of the office in my report above referred to and in that of inspector, I will proceed to remark on the advancement being made in portions of my district, notably by the Galician settlers.

WINNIPEG CITY.

It is a noticeable feature indicating the solid basis of the advancement made by Manitoba in the past year, that in the city of Winnipeg alone, building permits have been issued for the season of 1902, for buildings exceeding in the aggregate $2,000,000 in value, and for buildings actually in course of construction, or immediately about to be built; while reports come to me from all parts of the province that the increase of building and improvements in nearly all of the country towns is equally satisfactory.

SOUTH-WESTERN MANITOBA.

In the south-western portion of the Winnipeg district only a small portion of land remains available for homestead entry, this being one of the oldest settled and most populous parts of the province.

STUARTBURN DISTRICT.

In the south-eastern portion of my territory, that which is known as the Stuartburn district, is worthy of more than passing remark. A number of homesteads were taken up there some three to five years ago by Galicians, most of whom received governmental assistance, and who were regarded by many as a doubtful class of settlers and their importation an unwise experiment. The character of the country in that vicinity

was not such as to attract much attention from the Canadian settler, being to a great extent very rough and hard to clear and improve. The following facts imparted by the sub-agent in that locality may be of interest as showing the result, so far, of that experiment. The Galicians in the Stuartburn district will produce this year over 5,000 bushels of wheat more than last year, besides an increase of from 8,000 to 10,000 bushels of other cereals. During the past year these settlers have purchased some five car loads of excellent horses. There are two complete steam threshing outfits and one gasoline thresher, owned by Galicians, and another steam one is being purchased by them for this fall's crop. The district is attracting a good deal of attention from stock buyers, these people being known to be exceedingly careful stockmen. The same may be said of their pigs, of which they raise large numbers and of the best breed obtainable.

It is a remarkable fact that several of these Galicians, who have earned and obtained their patents, own excellent stock, steam threshing machines and other farm machinery, as well as in some cases have purchased additional land, when they first arrived in the country not only had little or nothing to start with, but were among those who then were assisted by the government with food and other necessaries. They are also rapidly adopting Canadian ideas, dress and manner of life and have a marked respect for the laws of the country of their adoption.

PINE VALLEY DISTRICT.

Another portion of the south-eastern section of this district recently opened up for homestead entry is what is known as the Pine Valley district. This comprises townships 1 and 2, in ranges 11 and 12, east. A considerable portion of the work of this office during the past six months has been devoted to settling the somewhat numerous squatters on these townships, and as many complicated claims arose between contending claimants, a large amount of correspondence became necessary in order to protect the interests of all so far as possible. This has been successfully done in a number of instances and a considerable number of desirable settlers, mostly from Northern Minnesota, have been located in this district. These are for the most part Icelanders, Swedes and Scandinavians, experienced farmers as a rule, and many of them have already almost earned their patents.

PLEASANT HOME AND GIMLI DISTRICT.

In the northern part of my district, that is to say, in the vicinity of Pleasant Home and Gimli, very material progress has been maintained by the settlers with very few exceptions, especially when the prevailing conditions are considered. It must be borne in mind that this district is settled for the most part by a class of people who were possessed of very limited means, and the class of land given them was of such a nature as to be generally considered not well suited for settlement, so much so that while it has been long available for homestead entry, settlers could not be induced to assume the task of clearing it of the timber and stones. Another obstacle in the way and which very materially affects the progress of settlers, is the fact of this district being subject to overflow of water from the country lying to the west, and until a proper system of drainage is adopted, there will always be trouble from that source.

Many years ago the district along the west shore of Lake Winnipeg was settled by Icelanders whose chief industry was fishing, while inland the country was a wilderness of timber, scrub and water, and was generally thought unfit for settlement. It was left to the Galicians, however, to demonstrate the fact that this portion of it could be made habitable, productive and well suited for settlement, and these people have energetically undertaken the formidable task of bringing the land forming the district under cultivation. One only requires to visit the colony and observe the progress these people have made under the most trying circumstances of privation and in many cases of

want, to see what energy, hard work and perseverance can do. There are about 600 families of Galicians, comprising about 2,500 souls in the district mentioned and many of them have from 5 to 20 acres under cultivation. For the most part they have done the work by hand, as they have no other means of doing it. Nearly every family is possessed of at least one cow, and some have as many as twenty head of cattle, so that, from information given by our homestead inspectors, I believe the colony now possesses about 2,500 head of stock, all in the pink of condition. They are very particular in the selection of seed for their farms, never sowing any but of the purest, hand-picked before sowing, and now after a trial of three years they have established beyond doubt that this district with careful and judicious farming can be made productive, adding to the material prosperity of the province of which it forms a part. They also excel as gardeners and have as good gardens as can be found anywhere.

With regard to their social conditions, very material progress is being made. They are not slow to pick up habits and ideas from the outlying settlers with whom they come in contact, and a noticeable improvement is manifested in every department of their social life. They evince a strong desire to educate their children and are establishing schools all over the district, and teachers tell me that the children are very bright and quick to learn. Their loyalty is unquestionable, and they are most anxious for full citizenship, all availing themselves of naturalization so soon as they are eligible.

There are also in this district a few Germans, Swedes and Norwegians, all of whom show themselves here, as elsewhere, a most desirable class of settlers, especially in a rough country like the one referred to.

TEULON DISTRICT.

The Teulon sections, also in the northern part of my district, and lying within a radius of from thirty to fifty miles from the city of Winnipeg, have naturally attracted some considerable attention from prospective homesteaders, and a large number has already been located there. The nationality of these settlers is of a most cosmopolitan character, Icelanders, Swedes, Scandinavians, Polanders, Hebrews, Assyrians, French, English and Canadians being represented, as well as some others. A considerable portion of this section is still available for entry, while to the north there are many townships as yet unsubdivided.

WITHDRAWAL OF LANDS FROM SALE AND ODD SECTIONS FROM ENTRY.

The withdrawal of Dominion lands from sale and the recent departmental order prohibiting homestead entry on odd numbered sections have naturally affected the volume of business in this office to a marked extent. The fact that notwithstanding this the returns have maintained an equilibrium is a matter of satisfaction.

NUMEROUS LAND SEEKERS.

During the past year the influx of American land seekers into the Canadian Northwest has been most marked. From Ohio, Illinois, Nebraska, Minnesota and the Dakotas they have come in hundreds, and the indication is that they are only the pioneers of many thousands yet to come. Some are pure speculators, but many are capitalists with a view to purchase for colonization purposes. Others are practical well to do farmers who have sold their farms at good prices and are glad to find that they can buy here better holdings at a fraction of the price. Others again are persons of limited means, but possessing practical farming knowledge, who have been attracted to our territory by learning that this government offers selection, from an unlimited territory, of excellent free homesteads, which are now becoming almost unattainable south of the 49th parallel.

That our lands are being extensively advertised is apparent from the letters of inquiry constantly received at this office, which come from not only every state in the union, but from South America, the Commonwealth of Australasia and continental Europe as well.

COUNTER WORK.

The Winnipeg office, being as it were, at the gateway to the west, probably 90 per cent of those who arrive with a view to purchase, homestead, or investigate western lands, first visit this office seeking information, with the natural result that the counter work has been unusually heavy. Every effort is made to satisfactorily reply to the questions of inquiring settlers and to obtain suitable land for them and get them settled. This involves the taking up of much of the time of the staff, and is a work that cannot be taken credit for in tabulated form.

THE LATE MR. GOULET.

It is with sincere regret that I refer to the loss to my office staff sustained by the death of Mr. Roger Goulet, which occurred on the 25th day of March last. Mr. Goulet was a faithful, courteous and most competent official, whose services will be greatly missed. Being possessed of thorough information regarding the early settlers in Manitoba, his services were particularly useful in connection with all and any questions relating to the Half-breeds, and those claiming through them. He became a member of the Dominion Lands staff in 1879, and had been almost continuously employed in one capacity or another since the transfer.

Respectfully submitted,

E. F. STEPHENSON,
Agent Dominion Lands.

No. 4.

REPORT OF THE AGENT AT ALAMEDA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
ALAMEDA, ASSINIBOIA, August 20, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30 last. I am glad to be able to report a very large increase both in the number of homestead entries and in the revenue collected over previous years. Land seekers began to arrive early in the spring and throughout the season a steady stream of settlers has been coming in. During the month of June, 510 homestead entries were recorded. The homestead entries granted during the year were 1,979, as compared with 466 for the previous year; while the total revenue was $28,162.68, as against $13,655.99 for last year.

There has been a large influx of settlers from the United States; these settlers are possessed of ample means and experience, many of them having sold their farms in the States for large sums, and, by buying cheaper and better land here will be able to start under favourable conditions. Many of these settlers who took up homesteads this spring have 50 or 75 acres broken and sown with flax, which will give them a good return for their first year's labour. Land has doubled in value during the past year and is still rising, which is a good indication that the country is going rapidly ahead.

The crop outlook could not be better, some wheat has already been cut and harvesting will be general throughout the district in a few days. The season has been most favourable as there was abundance of rain during the growing season. It is estimated that wheat will yield from 30 to 40 bushels to the acre, and other grains in proportion. Last year the average yield of wheat throughout this district was about 30 bushels to the acre. A large amount of breaking has been done this season, and the condition of the district as a whole is very satisfactory. Appended is a statement of work performed during the fiscal year, ending June 30 last:

Letters received	7,492
Letters written	3,909
Homestead entries granted	1,979
Applications for patent	177
Entries cancelled	508
Land sales (cash)	6
Land sales (scrip)	41
Hay permits issued	172
Timber permits issued	474
Half-breed scrip located (309)	acres, 31,987

Your obedient servant,

R. CLAUD KISBEY,
Agent of Dominion Lands.

No. 5.

REPORT OF THE AGENT AT LETHBRIDGE.

Department of the Interior,
Dominion Lands Office,
Lethbridge, Alberta, July 22, 1902.

The Commissioner of Dominion Lands,
Ottawa.

Sir,—I have the honour to submit the annual report of this office for the year ending June 30 last.

I have to report that owing to the steady increase in the number of new and energetic settlers who have arrived in this district within the last year, the volume of work entailed in answering letters, imparting information and locating them, has been very great indeed, and at times has taxed the staff to the utmost, to in any way cope with the work.

You will observe that the number of entries granted during the year is 893, while the number granted for the previous year was 524, and in reporting the number of entries granted it does not give an adequate idea of the number of new settlers who have come into the district ; for some of them have purchased lands, others have leased lands and some have located in unsurveyed territory.

Although this is, to a certain extent, considered a ranching district, I may state that I am satisfied that there are at least 55,000 acres under cultivation, and although the season is a little later than last year, the grain promises to be a very large yield and will be harvested in good time. The cattle industry continues to be in a prosperous condition, and they have increased in numbers very materially and the prices for cattle and horses are above the average.

There are about 100,000 sheep in the district, and these alone give employment to a great many new settlers, and a handsome return to the owners.

From information I have received from different parts of the district, I am able to report that the settlers in nearly the whole of the agency, except the parts visited by the high water this spring, are in a prosperous and contented condition.

Appended is a statement of the work performed during the year :

Letters received	10,928
Letters sent	6,229
Homestead entries granted	893
Homestead entries cancelled	172
General sales	144
Hay permits issued	35
Timber permits issued	170
Applications for patent received	161

Your obedient servant,

A. J. FRASER,
Agent of Dominion Lands.

No. 6.

REPORT OF THE AGENT OF REGINA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
REGINA, ASSINIBOIA, July 16, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1902. The statement of work performed is as follows :—

Letters received	15,750
Letters written	11,043
Applications for patent	378
Entries cancelled	362
Homestead entries granted	2,438
Land scrip located	acres, 154,550
Timber permits issued	338
Hay permits issued	407

The applications for lists of vacant lands have far exceeded that of any former year and required the greater part of the time of one man to supply the demand.

The granting of 2,438 homestead entries, as compared with 912 the previous year, as well as the locating of 154,550 acres of land scrip together with the correspondence and other business of the office, have a heavy tax upon our limited staff and should the business of the office continue to increase as it has in the last twelve months, considerable additional assistance will be required.

The prospects for the farmers at the present time are very promising, and with the increased acreage under cultivation a still greater effort on the part of the railway companies will be required to carry out the amount in sight should the present favourable conditions continue.

The number and sizes of the ranches in this district are steadily increasing, and it is creditable to note that with increased prosperity the ranchers are giving their attention to those classes which are most in demand and find ready sale on the markets of the world.

Your obedient servant,

D. S. McCANNEL,
Agent of Dominion Lands.

No. 7.

REPORT OF THE AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
CALGARY, ALBERTA, July 14, 1902

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my report of the work performed in this office during the year ended June 30, 1902.

The number of homestead entries, 1,495, exceeds the number granted the previous year by 692

The revenue from land amounts to $39,947.50, exclusive of a considerable amount paid at head office on account of grazing leases, &c. Owing to the fact that all land at the disposal of the department has been withdrawn from sale, there has been a decrease in total revenue from last year of $13,831.05.

As the business of the timber and mines branch for this district is also conducted at this office, I may mention that the revenue from this branch amounts to $9,130.31, making the total receipts for the year from lands (including seed grain collections, $438.28), and timber and mines, $49,516.09. A separate report in connection with this branch has been prepared.

Last year's crop was up to the average. The winter was a very mild one. We had one or two bad storms in the spring that were rather hard on stock, but, altogether, everything is in a very satisfactory condition, good prices for everything having been obtained. There has been a very great rainfall this spring, especially in Southern Alberta ; but the weather appears to have settled, and if it continues as at present there is no reason why we should not have an excellent crop.

The cattle and lumber industries, the former one of the most important in this district, are in a flourishing condition.

Mr. James Winn, the caretaker of the immigration hall here, estimates that about 12,600 settlers landed in Calgary during the last year. The settlers were of a better class than ever before ; 2,011 were accommodated at the immigration hall ; 654 carloads of settlers' effects, valued at $476,228 passed the customs at Calgary.

The settlers throughout the country appear to be doing well, and the city of Calgary and the various towns throughout the district are going ahead rapidly.

STATEMENT OF WORK PERFORMED.

Letters received	9,735
Letters written	5,686
Homestead entries granted	1,495
Sales entries	78
Half-breed land scrips located	50
Entries cancelled	351
Hay permits issued	173
Timber permits issued	339
Applications for patent received	125
Mining fees received	23
Collections on account of grazing rentals	103

Amount received in ground rent of timber berths	$ 1,234 69
Royalty on sales	3,964 52
Three hundred and thirty-nine timber permits issued, amounting to	411 21
Twenty-one timber seizure transactions amounting to	1,512 36
One hundred and seventy-three hay permits issued, amounting to	638 35
Amounts received in grazing rental	1,178 68
Amount received in mining fees	187 50
Amount reeeived in coal lands fees, &c	3 00
	$ 9,130 31

Your obedient servant,

J. R. SUTHERLAND,
Agent of Dominion Lands.

No. 8.

REPORT OF THE AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
NEW WESTMINSTER, B.C., July 10, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my annual report covering the period of twelve months ended June 30, 1902.

The monthly summaries submitted show that the volume of correspondence maintains unabated average. The inquiries from abroad are specific as to many items : Rainfall, monthly temperature, products, standards and efficiency of educational facilities, openings for employment in the different lines of industry, &c. I have been favoured by the Provincial Bureau of Information with some supply of the various pamphlets issued.

The importance and development of the New Westminster district may be somewhat indicated by the fact that there are about sixty-five common schools maintained outside of cities of New Westminster and Vancouver, where together there are over one hundred more teachers employed and two good high schools well supported.

Were it not for the expensiveness of the clearing of the timbered lands and the dyking of the overflowed lands for cultivation, there is no reason why the valley of the Fraser river should not in the early future contain a large population.

Although the whole traverse of the mountain parts of the Canadian Pacific Railway presents scenery of great delight I may add that the last hundred miles beside the lower course of the Fraser river in view of mountain peaks, silvery lakes and sylvan groves appear to fit in well as the end of the journey and as a place of rest and enjoyment to the homeseeker, before re-engaging in the activities of life.

The summary of my twelve months' statement of work shows :

Letters received	1,846
Letters sent, besides many circulars	1,421
Homestead entries granted	29
Homestead entries cancelled	12
Applications for patent approved	19

Respectfully submitted,

JOHN McKENZIE,
Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
RED DEER, ALBERTA, July 12, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit herewith my annual report for the fiscal year ended June 30, 1902, and am pleased to say that this district has experienced a year of unprecedented prosperity, notwithstanding the fact that the growth of the crops was retarded in the earlier portion of last season on account of wet weather. We had the usual bright, balmy fall weather for which Alberta is so justly noted, and harvesting was successfully carried on late in the season. The winter of 1901 and 1902 was exceptionally mild, consequently very little, if any, feeding was necessary, and cattle, which were allowed to pick their living from the prairie, were in excellent condition in the spring. Last season a number of horses died from a disease called lung fever, which veterinary surgeons attribute to the animals eating old slough grass and drinking putrid slough water ; however, as some horses which had been stabled all the time died of the same disease, it would appear that there must be some other cause for the complaint. As there is only one case now known to be in the district it is to be hoped that the disease has been stamped out. The past spring has been no exception to the previous three in so far as weather conditions are concerned, and it speaks well for the fertility of the soil throughout this district, to see the growing crops in the advanced condition in which they are at present. Crops of all description, except those sown on low lands, look very promising at present, and should we be favoured with the same warm, dry weather, which set in about this time last year, a bountiful harvest will be secured in this district. During the past two seasons a large number of fruit trees, such as standard apples, crab apples, plum and cherry trees have been set out, and the experiment is being anxiously watched, as many having experience in the cultivation of fruits, claim that the climate and soil of the Red Deer district will produce fruits of superior quality. There has been a large increase in the number of homestead entries granted in the twelve months ended June 30, 1902. This district has been particularly fortunate in securing a most desirable class of settlers, and its wealth and ultimate prosperity immensly enhanced thereby. Two-thirds of the homesteaders in this district have purchased adjoining railway lands, having sufficient means to enter into farming operations on a larger scale than would be possible on 160 acres only. This demonstrates the foresight of the government in withdrawing all homestead lands from sale, as had the practice of allowing a homesteader to purchase an adjoining quarter section been adhered to, all available lands would soon be taken up and with only half the population. The town of Red Deer has made wonderful progress during the past year, having about double in size and population. At present one of the largest lumber mills in the North-west is under construction, which, when in operation, will be capable of cutting 40,000 feet of lumber per day. This mill is to be operated by water power derived from the Red Deer river, and no doubt will encourage capitalists looking for profitable investments to start many manufacturing industries, such as the requirements of the country warrant. Innisfail, Lacombe and Ponoka, other towns in this district have also made satisfactory progress. A large number of school houses and churches have been erected throughout the district during the past year, and the new

settlers are loud in their expressions of gratitude to the government for their liberality in free grants of land, timber and so forth, to assist in carrying out such laudable enterprises. The following is a statement of business transacted in the office for the twelve months ending June 30, 1902 :

	Number.	Amount.
Homesteads	1,149	$ 11,370 00
Improvements	68	1,473 39
Land sales	32	3,790 30
Sundries		20 25
Timber permits	489	376 43
Timber seizures	6	66 75
Hay permits	98	234 30
Grazing rents	5	34 71
Coal land fees	12	69 20
Sundries	2	1 75
Seed grain collections	15	265 05
Revenue from sale of Indian lands		14,291 39
Total revenue		$ 31,993 52

Letters received	6,365
Letters written	4,449
Application for patent	118
Entries cancelled	321

Your obedient servant,

W. H. COTTINGHAM,
Agent of Dominion Lands.

No. 10.

REPORT OF THE AGENT AT YORKTON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
YORKTON, ASSINIBOIA, July 14, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit for your consideration the annual report of the work transacted at this office for the year ending the 30th ultimo, which will show that there has been an extraordinary increase in the volume of business done.

Inquiries by letter from the United Kingdom, the eastern provinces, and especially the States, have been unusually numerous.

The fertility of the newer portions of the district now being occupied are equal to any settled in former years. These lands are situated along and beyond the extension of the north-western branch of the Canadian Pacific Railway and along the projected route of the Canadian Northern Railway, and are attracting many young farmers from Manitoba, who are looking for free homesteads.

The largest number of settlers for the last year have been Americans from the Dakotas, Minnesota, Iowa, Nebraska and the Cherokee Indian territory, all of whom are completely satisfied with the change, finding free land which combines all the essentials necessary to the success of settlers, namely, pure water, abundance of hay and timber, the absence of which was sorely felt in the lands whence they came.

There has been a steady augumentation of the Galician and Bukowinian colonies, these arrivals being induced to leave their homes in central Europe by letters received from their countrymen, who are now an assured success as agriculturists in western Canada. Just a month ago Welshmen, who settled in Patagonia thirty years ago, together with their descendants came into the district and are taking up land. These people, judging from their physique and general appearance, will certainly be a desirable acquisition to the west. The Hungarians are also increasing by frequent additions to their colonies who lose no time in selecting land and commencing work with vigour.

The settlements of all nationalities are in a thrifty, progressive condition, the area of crop and number of cattle increasing annually.

The crop of last year was certainly the heaviest in yield and most extensive in area yet grown in the district, yields of 35 to 45 bushels of wheat to the acre being common, whilst oats ran to 80 bushels, the export of the two classes reaching nearly the million figure. Although the season, and especially the fall, was unusually wet, yet very little grain was reported as damaged. Prices obtained for cereals were of the average, although some slight depression was caused towards the end of the winter by want of storage capacity and shortage of cars. The deficiency of storage will be met by the time the present crop is ready for market, as already one new elevator of 30,000 bushels capacity has been erected and arrangements are in course of progress for the building of two more.

The evidence of good crops for a period of years is seen in the increasing number of substantial brick and frame houses which are rising on the farmsteads of the older settlers. The pioneer sod and log stables are fast giving place to commodious frame barns, all of which denote the financial condition of the farmers, as these are being

built without the assistance of loan companies, and indicate that the first settled portions of the district have totally emerged from the pioneer stage.

The following is a statement of the work done at this agency :—

Letters received	4,957
Letters written	4,754
Homestead entries granted	1,075
Homestead entries cancelled	141
Hay permits issued	205
Timber permits issued	143
Applications for patents	141

Your obedient servant,

JNO. McTAGGART,
Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BRANDON, MANITOBA, July 14, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my annual report for year ending June 30 last.

The area in crop this year in my district is not so much in excess of that of last year owing to the heavy rains that have prevailed up to the present date. The fine warm weather we are now having is bringing the crops rapidly on and the country is looking beautiful.

The homestead entries granted have largely exceeded those of the past years and the daily demand for homesteads is still increasing. The settlers are locating in townships 4 to 10, in ranges 29 to 34, W., both inclusive, to the north and south of the Pipestone branch of railway. These settlers are chiefly from the United States, experienced men with enough capital to give them a fair start and who appear to be more than satisfied with the country. The Englishman, Canadian and Belgian have also secured many homesteads.

The demand of settlers for the cancellation of entries has increased, not that the homesteader is dissatisfied, but owing to the demand for land, where it is found that the regulations are not being carried out, an application is filed for an inspection with a view to having the land opened for re-entry by some one willing and waiting to perform the necessary duties. The sales of railway and private lands have increased and good prices have been realized. Many homesteaders purchase an adjoining quarter, thus securing an area of 320 acres.

The immigration branch of the work has been very heavy, the demand from the farmers to obtain men has never been so large, nearly every demand has been filled and in a most satisfactory manner to both employers and employees. Special mention may be made of the men brought out by Mr. Adamson. These men have been eagerly sought for, and the farmers in this community only hope that Mr. Adamson will next year double the number brought out this season.

From information I have received from farmers on every side, it is expected that the crop will yield as largely as last year, which was exceptionally good.

The following is a list of entries, &c., for year ending June 30 last :—

Homestead entries	653
Applications for patents	281
Cancellation of entries	167
Letters received	10,348
Letters sent	9,603

Your obedient servant,

L. J. CLEMENT,
Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT EDMONTON.

Department of the Interior,
Dominion Lands Office,
Edmonton, Alberta, July 4, 1902.

The Commissioner of Dominion Lands,
Ottawa.

Sir,—I have the honour to submit the annual report of this office for the year ending June 30, 1902.

PRESENT CONDITIONS.

Prosperity and contentment, a steady and uniform increase of settlement and strong faith in the future development of the country exist throughout the district.

WHY SETTLERS ARE COMING.

Many, owing to the activity of the immigration agents. Very many, because they have been written to by their relatives, friends and connections, who have tested the soil and climate and pronounce them good.

Many to get cheap lands.

Some on account of failure elsewhere, owing to dry seasons, grasshoppers, windstorms, &c.

A few to speculate.

Many because the laws of Canada are well enforced and the homestead regulations suit them.

CLASS OF SETTLERS.

All classes, all nationalities and all conditions are represented. Never before was the average condition, education and financial standing of the incoming settler so high. Nowhere does there exist any purpose or desire on the part of new settlers to become other than good citizens of the state, obey its laws, establish school districts and build up new homes in a new land with the intention of becoming good citizens and at the first opportunity taking active part in its government.

EXTENT OF SETTLEMENT.

Settlement exteuds thirty miles north, forty miles west and eighty-five miles east, of the town of Edmonton and from thirty to sixty miles west and east, respectively, of the towns along the Calgary and Edmonton railway.

There were some 340,000 acres of homestead land and about 79,000 acres of scrip land taken up during the past year, making an average of a little over 1,000 acres per day.

WEATHER.

The spring opened fine and warm and much ploughing was done, but the rainy season set in about a week too soon and continued until June 21. This kept the crops

back, but during the last ten days of June fine warm growing weather has set in and the crops now look well.

CROP OUTLOOK.

The total yield from present indications will be about 5 per cent greater than last year. Seventy per cent of the grain sown is oats, 20 per cent wheat and 10 per cent barley. Making a rough estimate from 115,000 to 120,000 acres will be under grain crop, and taking last year as a basis the yield should be about 6,000,000 bushels of grain.

LAND VALUES.

The value of land has gone up from $3 to $4.50 per acre. A good homestead in any locality, unimproved, has now an upset value of $480. This in itself will undoubtedly bring more settlers into the district.

MARKETS.

The local market is good and gets stronger each year, many of the outlying settlers sell their grain to ranchers or to new settlers for seed at a good profit, many more feed all they raise and bring it to market in the form of pork and beef. The pork market is unlimited.

Last year the eastern demand for Alberta oats was large and the South African market took most of the surplus crop in oats, at 28 cents a bushel. There is not sufficient wheat raised to supply the local demand.

For the first time in the history of the west grain was shipped west instead of east for transportation, some 250,000 bushels of oats being shipped to South Africa via Vancouver. This movement will undoubtedly have a very important effect on the future prosperity of Alberta.

WORK OF THE OFFICE.

The staff has been increased by one, and is kept busy continuously during each month, there being no slack periods as in former years. The demands for information, the number of letters received, the applications for homesteads and patents, timber permits, plots of vacant lands, &c., are unprecedented.

WORK OF THE SUB-AGENTS.

Nothing has given greater satisfaction to the general public than the establishing of sub-agencies at the most populous points in the district. The work done at the offices of the sub-agents has been 50 per cent greater than last year. In a short time a sub-agency will be needed in the Vermillion district in the vicinity of Vegreville.

TIMBER.

Lumbering operations continue very active and the mill-owners are not able to supply the local demand. The appointment of a forest ranger and fire guardian has had good effect. The operations of the portable saw-mill owners are now being brought under control, and settlers cutting timber in trespass and for barter and sale are bing made to realize that they are violating the law.

MINING.

There is very little activity in mining. One gold dredge only is in operation on the Saskatchewan river. Hand mining, owing to high water has almost ceased. In-

quiries and investigations for coal areas, however, are on the increase and this industry will soon be one of importance.

HOMESTEAD ENTRIES AND REVENUE.

Both show a steady increase as compared with previous years as shown by the figures below.

1899-1900.		1900-1901.		1901-1902.	
Entries	1,033	Entries	1,633	Entries	2,144
Revenue	$24,017 59	Revenue	$29,704 55	Revenue	$35,433 11

SUMMARY OF ACTUAL BUSINESS DONE.

No credit is given this office for work done and collections made in connection with the Indian Department.

Letters received	8,897
Letters sent	6,234
Applications for patent	376
Homestead entries cancelled	566
Hay permits issued	75
Timber permits issued	1,117
Homestead entries granted	2 144
Land scrips located	670
Revenue	$35,433 11

Your obedient servant,

A. G. HARRISON,
Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BATTLEFORD, SASKATCHEWAN, July 7, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the report for this agency for the year ended June 30.

Stock raising continues the chief industry of the people of this district and the past year has brought with it abundant success. The exceedingly mild and short winter season favoured ranchers immensely for whatever current expense is attached to ranching industries here is incurred largely in winter feeding.

During the past year fewer beef cattle were exported from this district than during the year previous owing largely it is said to railway and shipping blockades. But our ranchers have not suffered thereby, for at the present time oxen are in great demand for the heavy work of breaking new prairie land, and those who were fortunate enough to keep their steers are now realizing more for them.

The fact that the hardy breeds of cattle, such as the shorthorn, Hereford, Galloway and Polled Angus, come out fat in the spring, having had absolutely no shelter during the winter other than that afforded by nature does not appear to be widely known.

The crops of grain and vegetables were saved last year in fairly good condition. Autumn frosts did some damage to wheat in some instances ; the season was late and excessive precipitation prevented the usually early maturity of the grain. On the whole, however, the yield was satisfactory both as to quantity and quality.

Atmospheric conditions have been favourable so far this year. We have experienced a couple of touches of frost since seeding time and some cloudy, cold weather and much more rainfall than usual, but the uniform heat of the past few weeks has had the desired effect and crops are now well advanced. Unless something entirely unusual occurs more than average success awaits the result of this season's farming operations.

There is in the neighbourhood of 4,000 acres now under crop, or about one-third more than last year, not including any of the crops of the Indian reserves of the district. Judging from the industry displayed in breaking new land the acreage will be double next year. Local demand is increasing with increase in population and the prospect of the accommodation to be afforded by the new transcontinental line of railway lends additional encouragement to the grain growing industry.

As will be seen from the returns of the Immigration Branch we are now being favoured with a considerable influx of new settlers. These come mostly from the north-western states of the union, some from Manitoba and Eastern Canada, and a few from the British isles. In nearly every case they have come well supplied with means ready to start farming and ranching. There are few artizans or labourers among the number, and all kinds of skilled labour now command good remuneration.

Your recent action in granting authority to the sub-agents of Dominion lands at Saskatoon and Rosthern to act in the same capacity for this district also will be appreciated. The number who desire to locate in the eastern portion of this district will find it of great convenience to be able to make applications at those offices.

It will be observed that the work and also the revenue of this office show a decided increase over any previous year. The steady tide of immigration in this direction is destined to increase and soon this district will be one of the very important districts, and this office must soon be reckoned among the busy agency offices.

The following is a statement of the year's office work :—

Letters received	593
Letters written	421
Homestead entries	168
Cancellations	2
Applications for patent	2
Hay permits issued	18
Timber permits issued	22

Your obedient servant,

R. F. CHISHOLM,
Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT MINNEDOSA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
MINNEDOSA, MANITOBA, July 7, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my report of the work performed in this office during the year ending June 30 last.

Homestead entries granted	439
Letters received	4,562
Letters sent	3,365
Applications for patent received	177
Entries cancelled	61
Timber permits issued	382
Hay permits issued	180

From this it will be seen that the homestead entries are in excess of the number granted during previous years, which is a gratifying feature in view of the fact that this is an old district where desirable homesteads are not as easily secured as in newer districts.

The farmers of the district were much encouraged with last year's harvest, which produced a quantity of grain so large that it taxed the carrying capacity of our railways to move it to market. Indeed the railways were unable to do this as promptly as was desirable, and many settlers were severely inconvenienced thereby, but this regrettable state of affairs drew attention to the remarkable productiveness of the soil, and clearly showed that the country was well adapted to and suitable for those desiring to engage in agricultural pursuits. This is evidenced by the large influx of settlers who intend to engage in farming and of capitalists desirous of investing in our fertile farm lands.

This season has been remarkable for the heavy rainfall which has seriously damaged crops on low lands. Apart from this the crops are looking well and the area sown to crop is largely in excess of any previous year.

Your obedient servant,

JOHN FLESHER,
Agent of Dominion Lands.

No. 15.

REPORT OF THE AGENT AT PRINCE ALBERT.

Department of the Interior,
Dominion Lands Office,
Prince Albert, Saskatchewan, July 2, 1902.

The Commissioner of Dominion Lands,
Ottawa.

Sir,—I have the honour to submit the annual report of the work of this agency for the year ending June 30 last, my connection with the agency dating only from March 1 last.

In so doing I would draw attention to the very rapid expansion of all branches of the work, the homestead entries being double the number made last year, the correspondence nearly twice as great, and the total revenue more than one-third greater. The applications for patent also are double those of the preceding year, and the seed grain collections are upwards of twice as great.

The major portion of this increase has been during the current calendar year, and the present staff of the office has been taxed to the utmost. The homestead entries for May and June, of this year, alone, are more than half the entire number of entries for the year 1900-1901. Were it not for the long experience and invaluable service of Mr. R. S. Cook, assistant agent, the volume of business reported could not have been done. The letters of inquiry now received at this office from England, all parts of the Dominion and of the United States, are themselves almost sufficient to occupy the time of one clerk.

A feature of the year is a large settlement of Norwegians and Swedes at Glen Mary. These are prosperous farmers from Minnesota and Dakota, and will be a valuable addition to the district. Mennonites, Doukhobors and Galicians continue to settle in large numbers east and west of Rosthern, Hague and Osler, while Manitobans, Ontario, English and American settlers are locating rapidly at Melfort, Birch Hills, Shellbrook and Saskatoon and are stretching far west toward Battleford. The majority of the latter are men of families and means, who are selling out farms elsewhere, and the extent to which the advance comers become unofficial immigration agents is very noticeable.

Doubtless the phenomenal harvest of last year co-operating with the vigorous immigration policy of the government, has accelerated the rush of settlement, and the present indications are that the yield of last year should, if anything, be surpassed by that of this. The growth of hay, brome and wild grass is luxuriant.

The Canadian Northern Railway is being extended vigorously. It will surely serve Melfort this fall, and is eagerly looked for here next year. Nothing is so anxiously watched, or so highly necessary, as the projected extensions of railway facilities through this district. The recent increase of the present train service to three trains a week will no doubt be immediately followed by the increase of the mail service to three mails per week.

The cattle trade, the lumber industry, and all branches of business, are feeling the increased movement, and the general outlook is for exceptional progress and prosperity.

The following is the statement of the business transacted during the year ending June 30, 1902 :—

Letters received	3,813
Letters sent	2,519
Homestead entries granted	1,009
Homestead entries cancelled	110
Hay permits issued	40
Timber permits issued	434
Applications for patent received	192

Your obedient servant,

J. W. HANNON,
Agent of Dominion Lands.

No. 16.

REPORT OF THE AGENT AT DAUPHIN.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
DAUPHIN, MANITOBA, July 2, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to report on the general progress of the district for the year ending the 30th ultimo.

It is not possible to estimate the exact number of new settlers, as many are not of record in this office, but there is a slight decrease in the number of actual homestead entries from last year.

A considerable area of railway and patented private lands has been sold in many instances to new people, though the old settlers have purchased to enlarge their holdings, or provide homes for their growing families, as homesteads could not be had in the vicinity but there has not been very much activity in sales during the past few months

The demand for cattle, hogs and poultry is still in excess of the supply, keeping prices favourable for the producer, and these lines could be considerably extended to great advantage and profit.

There was a marked absence of fires owing to the wet state of the country, and next to no damage was caused in this way.

Timber operations were carried on to a great extent, and though the rangers were able to surpervise these to a greater degree than formerly, some cases of irregular trafficking were discovered.

The proposed improvements to the Mossy river, the outlet of Lake Dauphin, would if carried out, be of great benefit to a large area of country, while a thorough system of drainage, including the cleaning of the river beds, of fallen timber, brush, &c., is absolutely necessary, the flow of water following heavy rains, from the clear and cultivated lands being so rapid, that the original streams, though numerous, cannot contain the flood waters in their present condition.

The health of the district has been good. Small-pox appeared at several points during the winter, but being fortunately of a very mild type, though causing great expense, resulted in very few deaths.

A continuance of dry weather may result in improvements in crops by harvest time, but the average returns cannot fail to shrink from that of former seasons.

I attach a statement of some of the lines of work carried on in the office :

STATEMENT OF WORK.

Homestead entries	381
Improvements	25
Sales, cash	12
Sales, scrip	4

Timber permits	605
Hay permits	210
Timber seizures collected	9
School lands sale	1
Seed grain collections	26
Letters received	5,114
Letters written	4,101
Applications for patent received	378
Entries cancelled	145

Your obedient servant,

F. K. HERCHMER,
Agent of Dominion Lands.

No. 17.

REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
KAMLOOPS, B.C., June 30, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—Agreeable to instructions, recently received, I have the honour to submit the report of the Kamloops agency, for the fiscal year ending June 30, 1902.

Homestead entries granted	88
Homestead entries cancelled	15
Hay permits issued	10
Applications for patent recommended	43
Land sales, twenty-four, aggregating	acres, 1,497
Town lots sold	2
Letters received	2,799
Letters sent	2,002

The business transacted during the year is exceedingly gratifying. Land sales have increased tenfold, and collections on time sales have been phenomenal. The increase in other departments has also been satisfactory. Increased business means increase of correspondence, and the number of letters received and written was correspondingly large, the increase being 70 per cent in the former, and 50 per cent in the latter, over the previous year.

A new feature of the business was the number of applications for grazing leases. At one time I expected to be able to report that the great majority of the applications had been granted. The public domain having been used so long for private purposes many interests have to be considered, and it takes time to adjust them. The territory to be covered is also large and scattered, and the expense of inspecting is so great that often the work of inspecting the first applications in a district has been delayed, so that the whole could be done at the same time. I trust in a short time all will be completed. I think that the granting of leases will have a beneficial effect on the pastures of the country. In many districts too many cattle were kept, with the result that the pasture was yearly getting poorer. As the land belonged to no one in particular, every one tried to keep as many head as possible, and no one thought to diminish his holding of horses or cattle. When the land is leased it is to be hoped that it will be different, and that lease holders will see that it is to their interest to keep no more cattle than the range will carry.

While making the inspections for leasing purposes, it was found in several instances, that individuals had fenced the public domain. When their attention was called to it, applications to purchase the land fit for agriculture, and to lease the remainder, were made.

The past year was a prosperous one for the general public. Prices for the products of the farm and range were good, as also the yield and increase. This part of the country is developing more and more into an exporting country. There is still much room for improvement. For a country so eminently suited to cattle, it is not creditable that we should import our butter and cheese. The old timer is wedded to his

ways and he still prefers buying condensed milk from Ontario to milking a 'critter.' I am happy to report that the farmers of Salmon Arm are trying to start a cheese factory. It is to be hoped that they will succeed.

The business in cattle and horses has been good. Most of the former are shipped to the coast cities, while a good market for the latter is found in Manitoba and the Territories. The horses bred here are too light for farm work on the prairies, and better prices could be got for a heavier class.

Last fall several trains of stockers were imported from Ontario. I understand that they have done well, and that what was an experiment last year will be repeated. Several cars of blooded sires were imported this season, principally shorthorns and Herefords.

Kamloops and Ashcroft districts are principally devoted to ranching ; Okanagan, Shuswap and Salmon Arm to mixed farming and fruit, while the breeding and feeding of swine is the principal industry in Grand Prairie. The surplus fruit is shipped to the towns of the prairies to the east ; potatoes, oats and hay to the mining towns of Kootenay. Wheat grown locally to the extent of 200,000 bushels was bought by the local flour mills at Armstrong, Enderby and Vernon.

Dredging for gold was started on the North Thompson river during the year but was not a success. The dredge has been moved to the mouth of Tranquille river where it is to be hoped the parties interested will meet with the success they deserve. Considerable work, in the nature of development, has been done on mining properties in this vicinity. On one property in particular the work has proved very satisfactory, and if arrangements can be made to treat the ore locally a large force of men will be put on for the purpose of further developing the property and the taking out of ore for shipping.

A new steamer has been built at Revelstoke for the purpose of navigating that part of the Columbia river, between Revelstoke and the Big Bend. This will open up a country, reported to be rich in minerals.

A company owning mining properties near Golden are now negotiating for the purchase of the smelter there. It is their intention to treat the ore from their own properties as well as any that may be sent to them. Last year a large quantity of ore was shipped from Peterborough, via Golden, to Everet, in the State of Washington. A large saving will be made if such ore can be treated at Golden, besides giving employment to many people in our country.

Your obedient servant,

JAMES BANNERMAN,
Agent of Dominion Lands.

No. 18.

REPORT ON TIMBER, MINERAL, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 20, 1902

SIR,—I have the honour to submit the twenty-second annual report of the Timber and Mines Branch of the Department of the Interior.

The revenue derived from timber, grazing, hay, irrigation and mineral on Dominion lands for the fiscal year which ended June 30 last, amounted to $963,921.77. Statement lettered 'A' showing how this amount is made up, will be found at the end of this report.

The total revenue received from July 1, 1872, to July 1, 1902, was $7,421,416.88.

Reports received from the Crown Timber Agents at Winnipeg, Edmonton, Calgary, Prince Albert and New Westminster, showing the revenue collected on Dominion lands within their respective agencies and other information are appended hereto.

The total revenue of the Winnipeg agency for the fiscal year 1901-1902, was $69,427.83.

The price of lumber within the Winnipeg agency was from $12.50 to $15 per thousand feet B.M. There are twenty-four mills in operation within the agency, cutting timber under government license.

The revenue received from the British Columbia agency during the fiscal year 1901-1902 was $57,919.27.

Lumber sold at the average price of $10 per thousand feet B.M.

There are twenty-eight mills within the agency operating under license from the Dominion government.

The total amount of dues collected within the Calgary agency during the fiscal year 1901-1902 amounted to $11,757.39.

The price of lumber at Calgary was $14.50, and at Macleod, $8 to $30.

Seven saw-mills were operating within the agency last year under government license.

The total amount of dues collected within the Edmonton agency during the fiscal year amounted to $8,293.57.

The price of lumber during the year was $14.50 per thousand feet B.M.

There are five saw-mills in operation within this agency.

The total amount of dues collected within the Prince Albert agency during the year amounted to $12,382.16.

Lumber sold at Prince Albert at $10 to $16 per thousand feet B.M. There are three saw-mills in this agency cutting timber under license.

Saw-mill returns received at this department give the following quantities of building material as having been manufactured and sold during the year within the six agencies :—

	Manufactured.	Sold.
Sawn lumber	82,009,378	87,620,474
Shingles	1,490,441	1,488,275
Shingle bolts.....cords,	5,568¾	5,568¾
Laths	1,646,450	1,666,450

Three hundred and ninety-eight licenses to cut timber were prepared. The areas in the province of Manitoba, the four provisional territorial districts, on Dominion lands in the province of British Columbia, and in the Yukon Territory, in force on July 1, 1902, are as follows, viz. :—

	Square Miles.
Manitoba	1,023·38
Alberta	1,141:57
Assiniboia	1·00
Saskatchewan	973·039
Keewatin	4·00
British Columbia	971:45
Yukon Territory	256·11

The number of applications received during the year to cut timber was 278 ; the number of berths granted was 77.

Within the past year forty-five berths were cancelled or relinquished by the owners thereof.

The number of berths under license or authorized to be licensed, in the province of Manitoba and the Territories is 215, and on Dominion lands in the province of British Columbia, 194. In the Yukon Territory, 101 berths have been granted, covering a total area of 256·11 square miles.

The number of berths covered by permits on July 1, 1902, was 91.

The following statements show the timber limits either licensed or authorized to be licensed within the several Crown timber agencies :—

WINNIPEG AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. Miles.
1	Lease 10	D. E. Sprague	Rossean and Pine rivers	5·20
2	10	"	" "	4·30
14	90	Merchants Bank of Canada	Shell river	50
15	91	" "	"	38·75
23	92	J. Hanbury	"	50
25*a*	233	"	"	25
25	233	"	"	25
26*a*	122	"	"	5·17
27*a*	140	"	"	11·50
27*b*	140	D. H. Briggs	"	3·75
48	112	J. Hanbury	Little Boggy creek	5·50
92	53	V. B. Wadsworth	Little Swan river	25·00
544	113	Wm. Robinson	Bad Throat river	5·60
546	331	Imperial Bank of Canada	"	30·42
551 D	173	J. & T. Shaw	Tp. 23, R. 19, W. 1st M.	18
554	124	D. E. Sprague	Two islands in Whitemouth lake	2
567, No. 3	196	P. McArthur	Fairford river	8
567 " 4	196	"	"	13·40
567 " 5	196	"	"	16·20
568	393	D. E. Sprague	Tp. 18, R. 7, E. P. M.	16·38
571	330	Jas. Shaw	Tps. 25-26, R. 25, W. P. M.	33·63
578	265	D. H. Harrison	Tp. 23, R. 18, W. P. M.	14·49
592	174	Thomas & Co	Tp. 18, R. 3, E. P. M.	2·00
603	291	"	"	2·00
615	217	F. A. Fairchild	Tps. 18-19, R. 19, Tp. 19. R. 20, W. P. M.	6·31
621	270	Wm. Robinson	Bad Throat river	9·00
624, No. 1	237	D. E. Sprague	Between Lake of the Woods and Whitemouth river.	5
621 " 2	237	"	" " "	22·75
624 " 3	237	"	" " "	1·60
624 " 4	237	"	" " "	3
624 " 5	237	"	" " "	3
676	263	Frank L. Engman	Tp. 19, R. 18, W. P. M.	1·00
702	291	J. D. McArthur	Lake Winnipeg	50·00
716	287	Wm. Robinson	Black river	11·50
733	338	P. McArthur	Shoal river	
734	338	"	Swan lake	
735	338	"	"	15·00
736	338	"	"	
737	338	"	"	
742	248	J. Hanbury	Tp. 30, R. 30, W. P. M.	6 24
745	252	Wm. Robinson	Bad Throat river	8
752	256	Wm. Peden	Tp. 20, R. 22, W. P. M	6
754	249	S. T. Thomas	Tp. 18, R. 3, E. P. M.	0·50
759	286	J. D. McArthur	Lake Winnipeg	2
761	438	Lac du Bonnet Mining, Development & Manufact'r'g Co.	Tp. 14, R. 11, E. P. M.	4·93
795	292	J. Hanbury		3
814	281	T. A. Burrows	Tps. 31-32-33, R. 22, W. P. M.	15
815	294	Jas. Drake	On east side Lake Winnipeg	4
823	337	McKenzie, Mann & Co	" "	50
824	336	P. McArthur	" "	15
825	277	G. B. Housser	Tp. 22, R. 18, W.P. M	36
826	274	Wm. Peden	Tp. 20, R. 24, W. P. M.	1
838	302	P. McArthur	Red Deer point	15
856	344	J. Drake	Bad Throat river	12·25
857	333	J. D. McArthur	Tp. 15, R. 11, E. P. M.	9·94
866	352	T. Fulton	Tp. 38, R. 5, W. 2nd M	18·00
867	407	Wm. Robinson	North of Hole river	8
869	355	"	On E. Shore Lake Winnipeg	21
888	377	M. & J. Ritchie	In Tp. 22, R. 17, W. P. M.	3·75
900	405	J. H. McClure	Tp. 19, R. 2, E. P. M.	7·00
918	416	J. D. McArthur	West side of Lake Winnipeg	14·00
924	420	J. H. McClure	Tp. 19, R. 2, E. P. M.	5·00
927	419	"	Tp. 18, R. 1 & Tp. 19, R. 2, E.P.M.	4·00

WINNIPEG AGENCY—*Concluded.*

Limit.	License.	Name.	Locality.	Area.
931	432	Messrs. Robinson & Co	Tps. 16 and 17, R. 4, E. P. M	4·50
944	430	P. McArthur	Tps. 28 and 29, R. 17, W. P. M	1·50
948	434	The Dominion Fish Co	Nelson river, Lake Winnipeg	4·00
950	444	K. Finnson	Tps. 23, Rges. 3 & 4, E. P. M	0·75
958	464	A. W. Fraser	Tps. 40 & 41, R. 5 & 6, W. 2nd M.	40·00
965*a*	439	The Lac du Bonnet Mining, Development & Manufact'r'g Co.	Tp. 13, R. 12, E. P. M	6·00
967	440	The Lac du Bonnet Mining, Development & Manufact'r'g Co.	Tp. 14, R. 10, E. P. M	36·00
974	462	Thomas Mackie	Greenwood river	21·00
976	467	J. T. Thomas	Tp. 18, R. 3 & 4, E. P. M	1·57
980	476	Thomas Mackie	Near Crooked creek	20·00
981	482	"	Red Deer river	50·00
982	486	K. & H. McDonald	"	50·00
985	478	Wm. Robinson	West end of Lake Winnipeg	8·00
986	484	Theo. A. Burrows	Tps. 27-28-29, R. 24-25-26, W. 1st M.	50·00
987	490	A. L. Wells	Lake Winnipeg	0·50
988	492	A. W. Fraser	In Tps. 40-41, R. 4-5-6, W. 2nd M.	20·00
992	497	Theo. A. Burrows	Tps. 39-40, R. 26-27 W. 1st M	40·00
998	492	Wm. Jefferson	Tp. 20, R. 1, W. 1st M	1·00
1000	499	Theo. A. Burrows	Tp. 39, R. 10, W. 2nd M	5·00
1001	501	"	Tp. 41, R. 11, W. 2nd M	6·00
1002	500	"	Tp. 42, R. 11, W. 2nd M	4·00
1012	524	Drake, Telford & Blakely	Lake Winnipeg	8·00
1013	510	David Ross	Tp. 5, R. 13, E. 1st M	50·00
1014	527	Robinson & Co	Bad Throat River	2·50
1015	526	D. H. Telford	Bloodvein bay, Lake Winnipeg	12·00
1016	521	Wm. Robinson	Lake Winnipeg	4·00
			Total area	1,258·38

EDMONTON AGENCY.

9 Block 5	Lease 15	Geo. Burn	Red river	8·55
9 " 6	15	"	"	17·50
302	83	"	N. Saskatchewan river	3·75
496	87	"	" "	36·15
788	296	D. R. Fraser	Tp. 52, rge. 4, W. 5th M	4·25
849	362	D. W. McKenzie	Half Moon lake	3·00
863	354	G. A. Love	On Lobstick	6·89
864	343	John Walter	In tp. 50, rge. 3, W. 5th M	1·72
881	369	"	In tp. 51, rges 25, 26, W. 4th M	2·00
887	372	Bourchier, Gouin & Co	In tp. 51, rge. 26, W. 4th M	6·00
906	415	L. Peterson	Tps. 46 & 47, rge. 28 W. 4th M	4·00
911	418	G. A. Love	Tp. 41, R. 2, W. 5th M	2·00
928	445	S. J. Eccles	Tps. 51 & 52, rge. 26, W. 4th M	2·00
949	441	Foulger & Rawley	Tps. 45, 46 & 47, R. 1, W. 5th M.	6·00
955	447	W. S. Dwinnell	Wolf river	1·00
956	454	J. F. Featherstonhaugh	Near Buck lake	2·84
959	465	H. Bowtell	Tp. 41, R. 24, W. 4th M	1·25
962	451	W. S. Dwinnell	Buck lake	2·00
963	452	"	"	5·33
968	459	"	Wolf river	8·00
970	457	"	Buck lake	1·00
971	456	"	Saskatchewan river	1·60
972	455	"	Near Pigeon lake	9·00
1007	509	W. J. Webster	Buck lake	2·00
1008	507	D. R. Fraser & Co	Buck Lake creek	4·50
1009	506	W. S. Dwinnell	Wolf creek	2·25
1019	522	J. W. Blain & Thos. McKilvey	Tp. 45, rge. 2, W. 5th M	1·00
			Total area	135·98

CALGARY AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. m.
36 No. 1	99	Peter McLaren	S. Fork of Old Man river	3·00
36 " 2	99	"	" "	5·25
36 " 3	99	"	" "	5·48
36 " 4	99	"	" "	3·75
36 " 5	99	"	" "	10·00
36 " 6	99	"	" "	2·80
36 " 7	99	"	" "	7·40
36 " 8	99	"	" "	1·20
36 " 9	99	"	" "	1·44
36 " 10	99	"	" "	5·67
36 " 11	99	"	" "	3·90
36a " 1	117	"	Middle Fork of Old Man river	28·13
36a " 2	117	"	" "	8·25
36a " 3	117	"	" "	8·75
36a " 4	117	"	" "	2·73
36a " 5	117	"	" "	2·25
80	45	North-west Coal and Navigation Co	Near South Fork Old Man river	50·00
105	39	Alberta Lumber Co	Red Deer River	47·00
106	36	"	"	47·75
179	86	Peter McLaren	Middle Fork of Old Man river	50·00
185	37	Alberta Lumber Co	Red Deer river	48·75
186	38	"	"	47·70
199	46	"	S. S. Clearwater lake	51·24
200	46	"	" "	50·21
203	46	"	" "	50·40
204	46	"	" "	49·91
242	46	"	" "	50·04
252	115	Peter McLaren	Red Deer river	17·70
253	114	"	"	11·76
292	183	Chas. Beck	North Fork High river	47·08
318E	88	Eau Claire and Bow River Lumber Co	Bow river	16·50
318F	88	" "	"	16·00
318H	88	" "	"	6·00
318I	88	" "	"	4·00
318J	88	" "	"	5·63
417K	88	" "	"	7·50
425	50	Alberta Lumber Co	S. S. Clearwater lake	35·25
455	176	Peter McLaren	Red Deer river	48·93
468	111	Jas. Quinn	Little Red river	50·00
552	319	La Corporation Episcopale Catholique Romaine de St. Albert and Mgr. Goupart	Cascade river	5·00
569	170	J. Lineham	S. Fork. Sheep river	21·33
573	Not issued	Dept. of Indian Affairs	Tp. 9. R. 3, W. 4th M	11·35
579	213	Wm. E. Lineham	North Fork High river	33·33
582	Not issued	Dept. of Indian Affairs	Belly river	6·50
583	145	R. G. Belvidere	Tp. 1, rges. 27, 28, W. 4th M	4·00
594	190	John Lineham	S. Fork, Sheep river	6·13
606	206	A. W. Gillingham	N. Fork, Old Man river	3·00
784	250	Wm. Smibert	Tp. 8, rge. 3, W. 4th M	1·00
884	363	Indian Dept	Tps. 9 & 10, rges. 29, 30, W. 4th M.	2·00
886	364	"	Tp. 10, rge. 30, W. 4th M	2·00
984	479	R. L. Findlay	Tp. 14, rge. 1, W. 5th M	0·50
999	496	E. W. Stone	Tp. 24, rge. 10, W. 5th M	1·00
			Total area	1006·59

PRINCE ALBERT AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. m.
9 Block 1	Lease 15	Geo. Burn	Red river	6·00
9 " 2	15	"	"	6·04
9 " 3	15	"	"	1 87
66 or 'A'	33	"	Near Junction Rabbit creek	47·83
245	49	"	Little Red river	50 00
320	80	"	Fox and Upper Rabbit creek	50·00
474	79	"	Sandy lake	50·00
563	Not issued	Pas Band of Indians	West end Salt channel	0·39
598	192	Jas. Sanderson	Tp. 52, R. 1, W. 3rd M.	6·08
616	225	Geo. Burn	Stony lake	35·00
616A	225	"	"	3·59
633	230	Jas. Sanderson	Tps. 51-52, R. 1, W. 3rd M.	4·12
691	272	Geo. Burn	District of Saskatchewan	10·19
698	271	"	Tp. 23, R. 4, W. 3rd M	5 00
708	346	W. Cowan	Stony creek	2 30
710	332	"	Near Sandy lake	49·00
729	289	Jas. Sanderson	Tp. 52, Rgs. 1 and 2, W. 3rd M	9·00
801	288	W. Cowan	Stony creek	1·00
802	346	"	"	3·55
848	304	J. W. Shannon & Co	Tp. 52, R. 1, W. 3rd M	8·54
862	347	W. Cowan & Co	Crossing of Shoal creek	1 00
868	361	J. H. Sanderson	Tp. 53, R. 3, W. 3rd M	36 00
889	380	Moore & Sanderson	On Sask'n riv., below Two Islands	3·00
890	381	" "	" " 380	3·00
891	382	" "	" " 381	3·00
892	383	" "	" " 382	3·00
893	384	" "	" " 383	3 00
894	385	" "	" " 384	3·00
895	386	" "	" " 385	2·00
896	387	" "	" below Seepanock chan.	3·00
897	390	" "	On Pine ck., trib. of Sask'n river	3 00
915	417	" "	Sask'n river, R. 8, W. 2nd M.	6·00
916	418	" "	" R. 10, W. 2nd M.	3·00
920	422	" "	Saskatchewan and Carrot rivers	50·00
921	421	" "	White Loon lake	50 00
945	442	J. H. Sanderson	Tp. 53, R. 2, W. 3rd M	4·125
946	446	E. H. Moore	Tp. 52, Rgs. 1 and 2, W. 3rd M	4·53
954	463	Moore & Sanderson	Sucker creek	24·00
960	453	Thomas Mackie	Crooked and Carrot rivers	50·00
961	450	Wm. Cowan	" "	50·00
964	448	Thomas Mackie	Saskatchewan and Carrot rivers	32·00
965	449	"	White Loon lake	25·00
977	472	Cowan, Sanderson & Moore	Tp. 44, Rgs. 12 and 13, W. 2nd M.	16·00
1011	513	A. J. Adamson	Candle lake	15·00
			Total area	742·039

NEW WESTMINSTER AGENCY.

Aa, Bb	119	Yorkshire Guarantee & Securities Corporation (Ltd.)	South of Cheam Indian Reserve	680 acres
B	102	British Columbia Mills, Timber & Trading Co	Tp. 7, lot 362, G. 1, New West	3,320 "
H	108	British Columbia Mills, Timber & Trading Co.	Tp. 2, lot 33, Bk. 5, R. 2, W. 6th M	960 "
K	107	Grant & Kerr	Tp. 2, Dist. New West	360 "
L	109	British Columbia Mills, Timber & Trading Co.	Tp. 7, New West	480 "
M	159	Grant & Kerr	Stave river	541 "
O	184	British Columbia Mills, Timber & Trading Co.	Tp. 39 North, Dist. New West	960 "
Q	141	Grant & Kerr	Tp. 1, Dist. New West	320 "
R	120	The British Columbia Timber & Electric Co.	Tp. 2, Rgs. 1, 2, Dist. New West	2,720 "
T	121	The British Columbia Mills, Timber & Trading Co.		160 "
V	175	W. A. Allan	Tp. 5, Rgs. 27 and 28, W. 6th M.	1,728 "

SESSIONAL PAPER No. 25

NEW WESTMINSTER AGENCY—*Continued.*

Limit.	License.	Name.	Locality.	Area.
W	138	Dobbie, Davidson & Strathy..	Tps. 4, 2, 12, Dist. New West....	10,704 acres
X	197	Thomas L. Briggs.....	Tp. 15, East of Coast M.....	4,800 "
Y No. 1	182	Mossom Boyd Co.....	Upper and Lower Lillooet lakes..	1,493 "
Y No. 2	182	"	" " .	1,600 "
Z No. 1	154	Davidson, Henderson & Strathy	Tp. 15, East of Coast M	4,620·80 "
Z No. 2	154	" " ..	" "	1,680 "
3	103	W. C. Wells	Kicking Horse river.....	2·00 sq.m
5	134	J. R. & T. J. Reilly.....	Kicking Horse river and Beaver creek	11·65 "
14	204	Columbia River Lumber Co...	Columbia river.....	24· "
15	204	" "	"	22·53 "
16	200	" "	"	15·55 "
17	241	" "	"	16·50 "
19	370	" " ...	"	25·00 "
20	142	T. & J. Long.....	Blue Water river.....	34·80 "
27	130	Columbia River Lumber Co ...	"	1·00 "
29	202	W. C. Wells	Tp. 25, R. 19, W. 5th M.....	13·16 "
30	257	Columbia River Lumber Co.. .	Columbia river	1·40 "
32	391	" "	Illecillewaet river	640 acres
33 No. 1	146	E. H. Heaps & Co	Stave river and Stave lake.....	1,024 "
33 No. 2	146	Brunette Saw Mill Co..... ...	" "	2,803·20 "
33 No. 3	146	E. H. Heaps & Co	" "	342 "
33 No. 4	146	" "	" "	155 "
36	123	Thomas W. Patterson.	Tp. 39, G. 1, Dist. New West....	1,371·20 "
38	169	Wm. Caldwell	Coquitlam and Gold creek	14·50 sq.m
40 No. 1	371	Columbia River Lumber Co....	Stony creek.....	6·25 "
40 No. 2	371	" " ...	"	4·00 "
43	162	E. A. Wilmott & Co	Tps. 4, 5, R. 28, W. 6th M.	1,685 acres
44 No. 1	167	Brunette Saw Mill Co.....	Bks. 12, 3, 4, Province British C.	396·70 "
44 No. 2	167	" "	" " ..	570 "
44 No. 3	167	" "	" " ..	500 "
44 No. 4	167	" "	" " ..	659·81 "
44 No. 5	221	" "	Lillooet river.....	160 "
45	389	Columbia River Lumber Co....	Spallumcheen river.....	24·50 sq.m
46	181	W. A. Allan	Tp. 5. Rgs. 27 and 28, W. 6th M..	760 acres
47	205	Columbia River Lumber Co . .	Blackwater creek.....	22·66 sq.m
48 No. 1	345	J. E. Murphy..... . .	Near James lake.....	1,568 acres
48 No. 2	345	"	"	588·80 "
48 No. 3	345	"	"	126·08 "
48 No. 4	345	"	"	698·30 "
48 No. 5	345	"	"	556 70 "
50c	155	McLaren & Ross.....	Chilliwack river.....	6·720 acres.
51	325	Grant & Kerr	Tp. 2, G. 2, N. West dist.....	80 "
52	157	Hastings Shingle Manufact. Co.	Tp. 39, New West dist.....	876·30 "
55	322	Ross & McLaren	Tp. 19, 22, 25, East Coast M.....	15,900 "
57	150	The British Columbia Mills, Timber & Trading Co..	Tp. 16, District N. West	1,920 "
58	137	Thos. W. Patterson	Tp. 39, Dist. N. West.	480 "
61	153	Yorkshire Guarantee & Securities Corporation (Ltd). ...	Tps. 2, 3, R. 29, W. 6th M.....	130·33 "
63 No 1	191	Harrison River Mills Co.	Harrison lake..	1,478 sq.m.
64	187	Shuswap Milling Co	Illecillewaet river...	947·20 acres.
65	305	Columbia River Lumber Co.. .	Wait-a-bit creek.....	27 "
66	180	" "	Sec. 24, Tp. 20, R. 10, W. 6th M..	582 "
67	320	Chas. J. Carrière.....	Hospital creek	960 "
69	149	G. E. Farrer.....	Tp. 39, W. Coast M.	354 "
70	321	Columbia River Lumber Co...	Columbia river...	50 sq.m.
71	163	" "	Tps. 22, Rgs. 10, 11, W. 6th M...	2,560 acres.
72	186	" "	Salmon Arm of Shuswap lake.....	4·79 sq.m.
73	306	" "	Columbia river..	18 "
74	307	" "	"	27 "
77	148	H. H. Strathy	Tp. 39, Dist. New West.....	384 acres.
78	165	Columbia River Lumber Co....	Tp. 21, R. 10, W. 6th M.....	1·53 sq.m.
79	198	T. L. Briggs	Tps. 3, 4, Rgs. 3, 4, W. 7th M...	2,240 acres.
80	172	H. H. Strathy.....	Tp. 4, R. 4, W. 6th M.....	149 "
81	342	The British Columbia Mills, Timber & Trading Co . ..	Tp. 16, New West	960 "
83a	356	McLaren Ross Lumber Co.....	Railway Belt, B. C...	362 "
83b		" "	"	680 "

NEW WESTMINSTER AGENCY—*Continued.*

Limit.	License.	Name.	Locality.	Area.
86	410	British Columbia Mills, Timber & Trading Co	New West district	420 acres.
87	262	British Columbia Mills, Timber & Trading Co	Tps. 2 and 38, R. 1, W	640 "
88	185	Genelle Bros	Columbia river	4·22 sq.m.
91	191	Martin Bros	Tributary Harrison L	1 "
94	210	Thos. W. Patterson	Tp. 39, W. Coast M	480 acres.
96	188	E. H. Heaps & Co	Stave river	641 "
98	411	British Columbia Mills, Timber & Trading Co	Near Stave Lake	400 "
99	412	British Columbia Mills, Timber & Trading Co	Tp. 41, New West dist	800 "
101	198	F. L. Briggs	Tps. 3, 4, W. 7th M	163·86 "
103	189	Grant and Kerr	Stave river	163 "
105	308	Columbia River Lumber Co	Columbia river	6 sq.m.
106	392	C. E Stephen	Stave river	4,699 acres.
110	358	Thos. W. Patterson	Tp. 39, Dist. New West	698 "
111	211	"	" "	640 "
112	335	The Fred Robinson Lumber Co	Columbia river	3 sq.m.
113	334	" "	"	3 "
114	297	Genelle Bros	"	847 "
116	329	A. E. Phipps	Beaver river	4 "
117	328	"	"	4 "
118	273	The Fred Robinson Lumber Co	Columbia river	9·19 "
119	219	Columbia River Lumber Co	Salmon arm of Shuswap lake	393 acres.
123	268	The Fred Robinson Lumber Co	Tp. 23, R. 2, W. 6th M	240 "
125	323	Brunette Saw Mill Co	Near Burrard inlet	530 "
127	278	Genelle Bros & Co	Columbia river	1,920 "
128	318	"	"	640 "
129	279	Peter Genelle & Co	Tp. 22, R. 10, W. 6th M	2,120 "
134	239	"	Tp. 22, R. 10 W. 6th M	176 "
138	317	Brunette Saw Mill Co	Tp 18, E. of Coast M	1,020·80 "
140	No lic. iss'd	Joseph Genelle	Tp. 24, R. 8, W. 5th M	960 "
144	314	Harrison River Mills, Timber & Trading Co	Harrison lake	216 "
145	315	" "	"	216 "
148	253	Wm. Sulley	Stave lake	329 "
150	295	E. H. Heaps & Co	"	198 "
152	298	The Fred Robinson Lumber Co	Fish river and Coyd creek	1,920 "
153	299	" "	"	320 "
154	300	" "	"	320 "
155	301	" "	"	640 "
158	309	Albert McLaren	Chilluweyuk river	440 "
159	310	"	"	600 "
160	311	"	"	720 "
161	312	"	"	560 "
162	313	"	"	440 "
163	314	"	"	320 "
171	260	Shuswap Milling Co	Tp. 20, R. 13, W. 6th M	1 sq.m.
173	280	J. & A. Tretheway	Tp. 2, R. 29, W. 6th M	53·80 acres.
176	264	British Columbia Mills, Timber & Trading Co	Tp. 1, W. of the coast M	320 "
177	327	Pacific Coast Lumber Co	Coquhalla river	1,038 "
185	276	E. H. Heaps & Co	Tp. 4, ranges 2 & 3, W. 7th M	582·40 "
186	275	Peter Genelle & Co	Columbia river	480 "
205	341	J. D. Breeze		1,457 "
206	324	Columbia River Lumber Co		6·50 sq.m.
207	339	The Fred Robinson Lumber Co		4·25 "
209	357	G. E. Farrer	In Tp. 39, W. C. M	307 acres.
213	348	The West Coast Timber Co	On North Arm Burrard Inlet	950 "
216	351	Grant & Kerr	On Stave River	580 "
223	360	J. D. Breeze	In Tp. 23, E. C. M	640 "
225	366	P. Ryan	In Tp. 25, R. 28, W. 5th M	3·875 sq.m.
227	368	Harrison River Mills, Timber & Trading Co	In Tp. 3, R. 30, W 6th M	80 acres.
228	374	Grant & Kerr	Near North Arm Burrard Inlet	731 "
231	375	Columbia River Lumber Co	In Tp. 23, R. 18, W. 5th M	1·00 sq.m.
232	376	" "	In Tp. 25, R. 20, W. 5th M	1 50 "
233	379	P. Ryan	On west of Adams Lake	23 "
234	388	Grant & Kerr	In Tp. 25, E. C. M	140 acres.

NEW WESTMINSTER AGENCY—*Concluded.*

Limit.	License.	Name.	Locality.	Area.
235	469	P. Ryan	In Tp. 23, R. 28, W. 5th M	6·75 sq.m.
236	403	T. Allen	On east side of Pitt Lake	160 acres.
237	394	P. Ryan	Near S. boundary of R'y belt	35·00 sq.m.
238	395	"	" "	15·00 "
239	396	Columbia River Lumber Co	Shuswap lake	35·00 "
240	397	P. Ryan	"	20·00 "
241	398	Columbia River Lumber Co	Seymour Arm, Shuswap lake	15·00 "
242	399	" "	Tp. 21, R. 11, W. 6th M.	9·87 "
243	400	P. Ryan	Tp. 24, R. 4, W. 6th M	20·25 "
244	401	Columbia River Lumber Co	Tp. 24, R. 5, W. 6th M	25·00 "
245	402	" "	Tp. 23, R. 6, W. 6th M	21·13 "
246	404	K. Mikuni	Burrard Inlet	473·25 acres.
248	406	The Harrison River Mills, Trading & Lumber Co	Tp. 3, R. 30, W. 6th M	135·00 "
249	408	The Fred Robinson Lumber Co	Columbia river	10·00 "
250	414	The Columbia River Lumber Co	Tp. 21, R. 10, W. 6th M	1·13 sq.m.
251	429	Yorkshire Guarantee & Securities Corporotion, (Ltd)	Harrison Lake	3,520 acres.
253	423	P. Ryan	Tp. 25, R. 28, W. 5th M	22·50 sq. m.
254	424	Harrison River Mills Timber & Trading Co	Chehalis Creek	640 acres.
255	425	Columbia River Lumber Co	Tp. 25, R. 21, W. 6th M	0·87 sq. m.
256	426	" "	Tp. 23, R. 18, W. 5th M	1·25 "
257	427	" "	" "	0·75 "
258	428	" "	Tp. 24, R. 18, W. 5th M	1·75 "
259	431	" "	Tp. 16, E. C. M	0·50 "
260	436	" "	Tp. 23, R. 18, W. 5th M	0·75 "
261	437	" "	" "	0·30 "
262	435	" "	" "	0·25 "
263	433	The Ashcroft Water, Electric & Improvement Co.	Adams Lake	18·00 "
264	443	Harrison River Mills, Timber & Trading Co	Chehalis Creek	427 acres.
268	460	E. H. Heaps & Co	Stave Lake	960 "
269	466	Jas. C. Shields	Lillooet Lake	120 "
270	473	The West Coast Timber Co	Burrard Inlet	320 "
271	470	Peter Ryan	Tp. 25, R. 27, W. 5th M	7·38 sq. m.
272	471	Harrison River Mills, Timber & Trading Co	Chehalis Creek	1,109 acres.
273	477	The West Coast Timber Co	Burrard Inlet	160 "
274	481	J. Duncan	Tp. 3, R. 29, W. 6th M	95 "
275	483	Harrison River Mills, Timber & Trading Co	Tp. 24, E. of Coast M	800 "
276	485	Columbia River Lumber Co	Tp. 25, R. 21, W. 5th M	0·63 sq. m.
277	487	" "	" "	1·25 "
278	488	" "	Tp. 24, R. 19, W. 5th M	1·63 "
279	491	The Fred Robinson Lumber Co.	Columbia River	3·00 "
280	489	The Harrison River Mills, Timber & Trading Co	Chehalis or Swash Creek	640 acres.
281	495	The Fraser River Lumber Co	Harrison Lake	584 "
283	516	The West Coast Lumber Co	Tp. 6, R. 7, W. 7th M	240 "
284	493	The Harrison River Mills, Timber & Trading Co	Tp. 4, R. 30, W. 6th M	160 "
285	494	Columbia River Lumber Co	Tp. 22, R. 4, W. 6th M	0·50 sq. m.
287	498	" "	Tp. 19, R. 8, W. 6th M	160 acres.
289	502	The Fred Robinson Lumber Co.	Tp. 23, R. 2, W. 6th M	4 sq. m.
290	503	C. W. Brown & M. G. Van Nostrand	Pitt Lake	800 acres.
291	505	J. C. Shields	Tp. 22, R. 16, W. 6th M	2·50 sq. m.
292	511	Fred. Robinson	Mountain Creek	6·00 "
293	514	Grant & Kerr	Tp. 1, W. C. M	320 acres.
294	515	"	Tp. 6, R. 7, W. 7th M	240 "
295	517	Columbia River Lumber Co	Tps. 29, Rgs. 24 & 25, W. 5th M	23 sq. m.
296	518	J. C. Shields	Tps. 2 & 3, Rgs. 28, W. 6th M	1,500 acres.
298	520	J. C. Browne	Stathloo Creek	1,280 "
			Total area	971·45 sq. m.

YUKON TERRITORY.

T. B. No.	Name.	Locality.	Area.
			Sq. m.
1	D. K. Campbell	At the junction of the Lewes river with the Teslin river	5·00
2	"	At the junction of McClintock creek with Lake Marsh	5·00
3	"	At the junction of the Pelly and Yukon rivers	5·00
4	"	At the junction of the Lewes river with the Teslin river	5·00
6	"	On west side of Lewes river, at its junction with Lake Labarge	5·00
7	"	On east side of Lewes river, at its junction with Lake Labarge	5·00
8	"	Windy arm, Tagish lake	5·00
9	A. S. Kerry	" "	5·00
10	A. W. Stevenson & Geo. A. Drummond	On a creek tributary of Lake Labarge	5·00
11	North American Transportation Co.	Klondike river	5·00
12	The Canadian Yukon Lumber Co.	Lewes river	5·00
14*a*	" " " "	On Lewes river	2·00
14*b*	" " " "	On Stewart river	3·00
15	" " " "	Stewart river	5·00
16	" " " "	Lake creek	5·00
17	" " " "	Stewart river	5·00
18	" " " "	Rosebud creek	5·00
19	" " " "	Independence creek	5·00
20	" " " "	Stewart river	5·00
21	" " " "	"	5·00
22	P. E. Mitchell	On west side of Taku arm, Tagish lake	5·00
23	The Canadian Yukon Lumber Co.	Lewes river	3·50
24	The Kerry Canadian Mill Co.	On east side of Tagish lake	2·50
25	H. B. McGiverin	Klondike river	5·00
26	"	"	5·00
27	Richard Davenport	On left bank of the Yukon river	1·00
28	Bonin *et al*	On Lewes river, near Five Finger rapids	1·00
31	The Yukon Saw Mill Co.	Yukon river	1·00
32	" "	"	1·00
33	J. J. Heney & Wm. Stewart	Yukon river and Indian river	6·00
34	D. H. Partridge	On a creek tributary of West arm of Lake Bennett	1·00
36	The Canadian Yukon Lumber Co.	Stewart river	4·00
37	" " " "	On south side of Stewart river	4·00
38	" " " "	On a creek tributary of Lake Bennett	5·00
39	" " " "	On north side of the Stewart river	5·00
42	F. M. Rattenbury	On a creek tributary of Lake Bennett	5·00
45	Dawson Electric Light & Power Co.	Yukon river	1·00
46	Jas. A. Ritchie	"	1·00
49	H. Maitland Kersey	Lewes river	1·00
50	C. A. Macomber	On Yukon river	1·00
52	The Kerry Canadian Mill Co.	"	1·00
54	D. A. Matheson	Yukon river	1·00
55	"	"	1·00
57	The Joseph Ladue Gold Mining & Development Mining Co. of Yukon	Stewart river	1·00
59	The Canadian Yukon Lumber Co.	Yukon river	2·50
60	Thompson-McNeil	"	1·00
62	Maitland Kersey	Lewes river	1·00
63	" "	"	1·00
64	Stanley McFadden	Yukon river	1·00
65	Klondike Mills Co.	"	1·00
66	Yukon Saw Mills Co.	"	1·00
67	McNabb & Hatheway		1·00
68	Ruth Howard	Crooked creek	1·00
69	Yukon Saw Mill Company	Moosehide creek	1·00
70	C. Henry	Lewes river	1·00
71	Yukon Saw Mill Company	Pelly river	1·00
72	" " "	Lewes river	1·00
73	" " "	"	1·00
74	A. Larose	A tributary of the Lewes river	1·00
75	Ruth Howard	Stewart river	1·00

YUKON TERRITORY—*Concluded.*

T. B. No.	Name.	Locality.	Area.
			Sq. m.
76	S. B. Reynolds	Yukon river	1·00
77	"	"	1·00
78	North American Transportation & Trading Co	Carlisle Creek	2·00
79	E. E. Andrews	Yukon river	2·50
80	M. King	Lake Bennett	1·00
83	R. Palmer	Lake Bennett	1·00
84	Yukon Saw Mill Co	Tributary Lewes river	3·00
85	The Joseph Ladue Gold Mining & Development Co	Yukon river	1·00
86	Christian Sonnickson	Stewart river	1·00
87	The Joseph Ladue Gold Mining & Development Co	At junction of Yukon and White rivers	1·00
88	C. E. Miller	Lewes river	1·00
89	The Joseph Ladue Gold Mining & Development Co	Yukon river	1·00
90	The Joseph Ladue Gold Mining & Development Co	Pelly river	1·00
92	Yukon Saw Mill Co	Tributary of the Lewes river	2·00
93	The Joseph Ladue Gold Mining & Development Co	Yukon river	1·00
94	Yukon Saw Mill Co	Pelly river	1·00
95	" "	"	1·00
98	Chas. R. Clark	Ballarat creek	1·00
100	Klondike Mills Co	Yukon river	1·00
101	" "	On a tributary of the Yukon river	1·00
102	The Canadian Yukon Lumber Co	Yukon river	1·00
103	Klondike Mill Co	Selwyn river	1·00
104	North American Transportation & Trading Co	Cliff creek	3·11
105	D. H. Hume	Lake Laberge	1·00
106	Alexander Wilson	On a tributary of the Yukon river	1·00
107	The Klondike Mills Co	Island in Yukon river	1·00
108	"	Yukon river	1·00
109	O. W. Hobbs	A tributary of Reindeer creek	1·00
110	A. J. Prudhomme	Lewes river	1·00
111	M. L. Foley	"	1·00
112	"	"	1·00
113	"	Yukon river	1·00
114	The Canadian Yukon Lumber Co	Stewart river	1·00
115	Klondike Mills Co	Flat creek	5·00
116	" "	Klondike river	5·00
117	E. Spencer	"	5·00
118	Klondike Mills Co	"	5·00
119	" "	North Fork of the Klondike river	5·00
120	" "	" " "	5·00
121	Raoul Rinfret	" " "	5·00
122	" "	" " "	5·00
		Total area	256·11

TIMBER ON DOMINION LANDS IN MANITOBA, THE NORTH-WEST TERRITORIES, AND WITHIN THE RAILWAY BELT IN THE PROVINCE OF BRITISH COLUMBIA.

Licenses.

A license to cut timber can be acquired only at public competition. A rental of $5 per square mile is charged for all timber berths excepting those situated west of Yale, in the province of British Columbia, for which the rental is at the rate of 5 cents per acre per annum.

In addition to the rental, dues at the following rates are charged :—

Sawn lumber, 50 cents per thousand feet B.M.

Railway ties, eight and nine feet long, 1½ and 1¾ cents each.

Shingle bolts, 25 cents a cord.

All other products, 5 per cent on the sales.

A license is issued as soon as a berth is granted, but in unsurveyed territory no timber can be cut on the berth until the licensee has made a survey thereof.

Permits.

Permits to cut timber are also granted at public competition, except in the case of actual settlers, who require the timber for their own use.

Settlers and others may also obtain permits to cut up to 100 cords of wood for sale without competition.

The dues payable under a permit are from $1.50 to $3 per thousand feet B.M., for square timber and saw-logs ; from ½ to 1½ cents per lineal foot for building logs ; from 12½ to 25 cents per cord for wood ; 1 cent for fence posts ; 3 cents for railway ties, and 20 cents per thousand for shingles, or 50 cents per cord for shingle bolts cut in British Columbia.

Homesteaders having no timber of their own are entitled to a permit free of dues to cut the following quantities :—

3,000 lineal feet of building logs, not to exceed 12 inches at butt end. If the timber is cut from dry trees 3,000 lineal feet of any diameter may be taken.

400 roof poles.

500 fence posts.

2,000 fence rails.

Homesteaders and all bona fide settlers whose farms may not have thereon a supply of timber, or who are not in possession of wood lots or other timbered lands, will be granted a free permit to take and cut dry timber for their own use on their farms for fuel and fencing.

A permit fee of 25 cents in each case is charged.

YUKON TERRITORY.

Licenses.

A license to cut timber on an area not exceeding five square miles in the above territory may be granted to the first applicant therefor upon payment of a bonus of not less than $250 per square mile, but not more than five such berths will be granted to one individual or company, unless it can be shown to the satisfaction of the Commissioner of the Yukon Territory that an applicant requires additional timber for manufacturing purposes at the mill or mills which he has erected.

The licensee shall cause a survey to be made of the berth, when called upon by the Minister of the Interior to do so, and shall erect a saw-mill in connection therewith within a certain period to be fixed by the Minister of the Interior, and shall pay a stumpage of $2 per thousand feet B.M. on the sales of the lumber manufactured from the timber cut, also dues at the rate of 50 cents per cord for cordwood, six cents each for ties, and ten per cent of all sales of all other products of the berth.

Permits.

Permits to cut cordwood and ties in the Yukon Territory may be obtained from the Crown timber agent upon payment of a fee of $5, and dues at the rate of 50 cents a cord for the former and 6 cents each for the latter.

Portable saw-mill owners may also obtain permits to cut within a specified district upon payment of an office fee of $5, and dues at the rate of $6 per thousand feet B.M.

MINING LANDS OTHER THAN COAL.

During the past fiscal year forty-seven entries were granted by the agents of Dominion lands in Manitoba and the North-west Territories.

In the Yukon Territory 28,878 placer claims, 3,971 quartz claims, 24,280 renewals and relocations were recorded up to July 1, 1902.

The returns for the fiscal year ending June 30, 1902, show that 4,354 entries for placer claims, 1,178 entries for quartz claims, 7,707 renewals and relocations were recorded during the year. The revenue collected from this source and for fees collected for registering other documents in connection with mining operations was $256,256.10.

Up to July 1, 1902, 68,753 free miners' certificates were issued, producing a revenue of $714,480.84. During the fiscal year 9,304 free miners' certificates were issued, and the revenue derived therefrom was $118,312.02.

The following is a list of the government agencies whereat free miners' certificates were issued during the year and the number issued at each within the year :—

Dominion Land Agency at—	
Calgary, N.W.T.	15
Edmonton, N.W.T.	5
Lethbridge, N.W.T.	39
New Westminster, B.C.	3
Prince Albert, N.W.T.	2
Winnipeg, Man.	20
Agencies within the Yukon Territory—	
Clear Creek	77
Dawson	3,975
Dalton Trail	133
Dominion Creek	828
Forty-Mile	124
Grand Forks	1,653
Gold Run	527
Hunker Creek	693
Hootalinqua	142
Selkirk	62
Sulphur Creek	210
Stewart River	292
White Horse	303
Other Agencies and Agents—	
Ottawa, Ont., Department of the Interior	141
Rat Portage, Ont., P. H. Austin	6
London, Eng., The High Commissioner's Office	2
Glasgow, Scotland, the Government Agent	10
Montreal, Que., the Collector of Customs	2
Vancouver, B.C., the Dominion Assay Office	12
Victoria, B.C., the Collector of Customs	28
Total	9,304

DREDGING.

Leases now in force to dredge for minerals other than coal in the submerged beds of rivers in the Yukon Territory, cover 257·50 miles, and for the same purpose in the North-west Territories cover 906 miles.

SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
23	Michel Guerin	Klondike River	5
24	James J. Guerin	"	5
25	J. M. Guerin	"	5
26	F. E. Devlin	"	5
27	Edmund Guerin	"	5
40	James J. Guerin	Stewart River	5
41	Mary E. Guerin	"	5
42	James J. Guerin	"	5
48	F. J. White, assignee of F. J. Monroe	"	5
49	" "	"	5
50	" "	"	5
51	" "	"	5
52	" "	"	5
53	" "	"	5
	Golden Crown Mining Company—		
140	Assignees of Elizabeth Rogers	"	5
141	" "	"	5
142	" "	"	5
143	" "	"	5
144	" "	"	5
145	" "	"	5
146	Asssignees of Jennie E. Smillie	"	5
147	" "	"	5
148	" "	"	5
149	" "	"	5
150	" "	"	5
151	" "	"	5
152	Assignees of Lynn T. Leet	"	5
153	" "	"	5
154	" "	"	5
155	" "	"	5
156	" "	"	5
157	" "	"	5
158	Asssignees of N. C. Smillie	"	5
159	" "	"	5
160	" "	"	5
161	" "	"	5
170	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
171	" "	"	5
172	" "	"	5
173	" "	"	5
174	" "	"	5
175	" "	"	5
	Lewes River Mining and Dredging Co.—		
200	Assignees of J. A. McPherson	Lewes River	5
201	" "	"	5
202	" "	"	5
203	" "	"	5
204	" "	"	5
205	" "	"	5
234	Geo. E. Keith	Stewart River	5
	The Klondike Consolidated Gold Fields (Ltd.).		
273	Assignees of F. X. Halder	"	5
274	"	"	5
275	D. F. Calahan, assignee of Cap. Thos. Howard	Indian River	2·50
		Total number of miles	257·50

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SCHEDULE of Leases to dredge for Gold in Rivers, &c., in the North-west Territories.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
1	The Saskatchewan Exploration Co. (Limited) Assignees of G. A. Drolet	North Saskatchewan River	30
2	H. D. Smith	Peace River	5
3	Wm. H. Roughsedge	"	5
4	W. P. Scarfe and C. D. Brindly, assignees of Chas. H. Brindly	"	5
5	Chas. H. Bower	"	5
6	Wm. McLaren	"	5
7	Jas. T. McLaren	"	5
8	Wm. P. Scarfe and Wm. E. Phin, assignees of John Love	"	5
9	W. L. Robertson, assignee of Wm. Robertson.	"	5
10	Geo. Hillier	"	5
11	Thomas Black	"	5
12	G. Ford	"	5
13	Jas. A. Green	"	5
14	Geo. F. Cleveland	"	5
15	Alex. S. Robertson	"	5
16	Daniel Hoctor	"	5
17	Geo. Black	"	4
20	Isaac Cowie	"	5
21	R. H. Lanyon assignee of F. W. Kippel	North Saskatchewan River	5
22	D. S. Keith	"	5
23	Geo. E. Keith	"	5
24	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
25	" "	"	5
26	" "	"	5
27	" "	"	5
28	" "	"	5
29	" "	"	5
30	" "	"	5
31	" "	"	5
32	" "	"	5
33	" "	"	5
34	" "	"	5
35	Discoverers Finance Corporation (Ltd.)— Assignees of Jas. Gibbens	North Saskatchewan River	5
36	" Jas. M. Douglass	"	5
37	" F. A. Osborne	"	5
38	" J. A. McDougall	"	5
39	" R. Secord	"	5
40	" W. J. Walker	"	5
41	J. H. Gritton	"	5
42	"	"	5
43	"	"	5
44	"	"	5
45	"	"	5
46	"	"	5
47	G. A. Drolet	"	5
48	"	"	5
49	"	"	5
50	"	"	5
51	"	"	5
52	"	"	5
53	Discoverers Finance Corporation (Ltd.) Assignees of A. E. Hogue	"	5
54	" "	"	5
55	" "	"	2
72	J. J. Codville	Muddy Creek	5
73	Chas. R. Tryon	"	5
80	I. B. Forbes, assignee of Wm. P. Scarfe	Smoky River	5
81	Wm. H. Roughsedge	"	5
82	W. H. Blake	"	5
83	A. J. Oliver	"	5
84	Thos. Black	"	5
85	Alex. Mackenzie	"	5
86	F. E. Gauthier	"	5
87	W. E. Phin	"	5

SCHEDULE of Leases to dredge for gold in Rivers, &c.—*Continued.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
90	Hume Blake	Little Smoky River	5
91	A. J. Oliver	"	5
93	John J. Codville	Mountain River	5
94	John Love	"	5
95	E. M. Roughsedge	Muddy Creek	5
96	H. N. Ruttan	Boundary Creek	5
97	Fred Murray O'Meara	"	5
98	F. C. Robinson	"	5
99	Wm. Hume Blake	Rat Creek	5
100	Chas. R. Tryon	"	5
101	W. L. Robertson	"	5
102	Wm. H. Roughsedge	Peace River	5
103	"	"	5
104	"	"	5
105	"	"	5
106	"	"	5
107	N. D. Beck	North Saskatchewan River	5
108	The Alberta Gold Dredging Syndicate, assignees of Isaac Cowie	"	5
109	J. A. Mercier	"	5
110	"	"	5
111	"	"	5
112	"	"	5
113	"	"	5
114	E. C. Emery	"	5
115	Chas. B. Beck	"	5
119	The Alberta Gold Dredging Syndicate, assignees of I Cowie	"	5
120	Assignees of I Cowie	"	5
121	"	"	5
122	"	"	5
123	The Alberta Gold Dredging Syndicate, assignees of J. C. P. Brown	"	5
125	N. D. Beck	Peace River	5
126	"	"	5
127	"	"	5
128	"	"	5
129	"	"	5
130	"	"	5
143	Chas. H. Bower	"	5
144	"	"	5
145	"	"	5
146	"	"	5
147	"	"	5
176	F. P. Hobson, assignee of E. A. Braithwaite	North Saskatchewan River	5
177	Chas. D. Brindly	"	5
183	G. A. Glines	Clear Creek	5
184	Albert MacLaren	Peace River	5
185	Henry MacLaren	"	5
186	Henry MacLaren	"	5
187	Daniel MacLaren	"	5
188	Daniel MacLaren	"	5
189	John A. MacLaren	Battle River	5
190	John A. MacLaren	"	5
191	Messrs. A. Charette, and D. B. and H. Rochester	Cedar River	5
192	The North-west Gold Dredging Co. (Ltd.), assignees of A. Woods, Jr	North Saskatchewan River	5
193	The North-west Gold Dredging Co. (Ltd.), assignees of A. Woods, Jr	" "	5
194	Geo. E. Casey	" "	5
195	Geo. E. Casey	" "	5
196	C. F. Hibbert	" "	5
197	C. F. Hibbert	" "	5
198	The North-west Gold Dredging Co. (Ltd.), assignees of J. G. Tipton	" "	5
199	" " J. G. Tipton	" "	5
200	" " D. Baird	" "	5
201	" " D. Baird	" "	5

SCHEDULE of Leases to dredge for gold in Rivers, &c.—*Concluded.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
202	The North-west Gold Dredging Co. (Ltd.), assignees of M. E. Weever	North Saskatchewan River	5
203	" " M. E. Weever	" "	5
204	" " G. P. Spittal	" "	5
205	" " G. P. Spittal	" "	5
206	" " J. O. Hibbard	" "	5
207	" " J. O. Hibbard	" "	5
208	" " C. M. Farley	" "	5
209	" " C. M. Farley	" "	5
210	" " M. Johnston	" "	5
211	" " M. Johnston	" "	5
212	" " E. S. Leatham	" "	5
213	" " Thos. Dunderdale	" "	5
214	" " E. A. Walberg	" "	5
215	" " E. A. Walberg	" "	5
216	" " F. H. Markey	" "	5
217	" " F. H. Markey	" "	5
218	" " Fred. Cook	" "	5
219	" " Fred. Cook	" "	5
220	" " Thos. Patterson	" "	5
221	" " Thos. Patterson	" "	5
222	" " R. M. MacLeod	" "	5
223	" " R. M. MacLeod	" "	5
224	" " A. E. Fairbairn	" "	5
225	" " A. E. Fairbairn	" "	5
226	" " H. Hopp	" "	5
227	" " H. Hopp	" "	5
228	" " H. Webb	" "	5
229	" " H. Webb	" "	5
230	" " W. D. Morris	" "	5
231	" " W. D. Morris	" "	5
232	" " W. F. Powell	" "	5
233	" " W. F. Powell	" "	5
234	" " W. H. McAuliffe	" "	5
235	" " W. H. McAuliffe	" "	5
236	" " G. H. Rogers	" "	5
237	" " G. H. Rogers	" "	5
238	" " F. Taylor	" "	5
239	" " F. Taylor	" "	5
240	" " W. H. Hurdman	" "	5
241	" " W. H. Hurdman	" "	5
242	" " J. H. Higginson	" "	5
243	" " J. H. Higginson	" "	5
244	H. H. Cameron	" "	5
245	H. H. Cameron	" "	5
246	C. G. Hurdman	" "	5
247	C. G. Hurdman	" "	5
248	R. A. McCormick	" "	5
249	R. A. McCormick	" "	5
250	C. D. Spittal	" "	5
251	C. D. Spittal	" "	5
252	Messrs. D. B. and G. H. Rochester, and H. Charette	Cedar Lake	5
253	T. H. Brooks	Little Red River	5
		Total number of miles	406

SCHEDULE of Individuals or Companies to whom Hydraulic Mining Leases have been issued.

Lease No.	Names of Lessees.	Number of Miles.	Locality.
1	The Klondike Government Concession, (Ltd.) assignees of R. Anderson	2·50	Hunker creek.
2	J. J. Doyle *et al*	0·68	Bonanza creek.
4	F. X. Halder, assignee of E. Griffith *et al*	5·00	Ancient Bed of the Stewart river.
5	Bonanza Creek Hydraulic Concession, (Ltd) assignees of Messrs. Bronson & Ray	2·50	Bonanza creek.
6	The Dome (Yukon) Gold Mining Company (Ltd)	10·00	Australia creek.
7	The British Columbia Gold Fields of the Klondike. (Ltd.) assignees of Messrs. Gregor & Frost	2·50	Indian river.
8	J. J. Doyle *et al*	0·68	Bonanza creek.
9	E. Weinham, *et al*, assignees of C. A. Matson *et al*	1·50	"
10	The Quartz Creek (Yukon) Syndicate, (Ltd.) assignees of J. W. Boyle	3·33	Quartz creek.
14	A. W. Williams	2·00	Hunker creek.
16	Wm. H. Scroggie, assignee of E. B. Scroggie	5·00	Scroggie creek.
17	The British Canadian Gold Fields of the Klondike, (Ltd.) assignees of N. H. Johnson	5·00	Cassiar creek.
18	H. B. McGiverin, assignee of J. W. Boyle	6·72	Klondike river.
19	Messrs. McDougall *et al*, assignees of A. B. Crueger	2·25	Indian river.
20	A. B. Palmer, D. Doig and R. H. Palmer, assignees of E. Ensel	3·00	Eureka creek.
21	Thos. Shaughnessey	4·13	Shaughnessey creek.
22	The Gold River Placer Mining Co., (Ltd.) assignees of Jas. A. McMullen	1·00	Dominion creek.
23	E. W. Mutch	2·50	Indian river.
24	F. E. Rolfe	1·94	"
25	O. S. Lanning	2·59	"
26	L. S. House	5·00	Ballarat creek.
29	Alaska and North-west Exploration Co. (Ltd.)	1·08	Ten Mile creek.
30	North American Transportation and Trading Co. (Ltd.)	3·38	Miller creek.
32	Messrs. Washburn & Ritchie, assignees of F. W. Kramer	5·00	Kirkman creek.
33	Messrs. Washburn & Ritchie, assignees of C. J. Herman	4·78	Gold Bottom creek.
34	Thos. D. Gillies	5·00	Russell creek.
35	North American Transportation and Trading Co., (Ltd.) assignees of R. L. Word	2·50	Indian river.
36	D. F. Calahan, assignee of Capt. Thos. Howard	2·50	"
39	O'Connell *et al*	2·50	Ancient Bed Stewart river.
40	The Klondike Consolidated Gold Fields (Ltd.)	3·00	Lewes river.
	Total mileage	99·47	

The total revenue received for dredging leases in the Yukon Territory up to July 1, 1902, was $144,010.50, and for the fiscal year, $4,355.

The total revenue received for the rent of the leaseholds in the North-west Territories, up to July 1, 1902, was $23,376.81, and for the past fiscal year, $3,114.10.

The total sum collected up to July 1, 1902, for royalty on the gross output of placer claims in the Yukon Territory, after deducting the exemption allowed by the regulations, was $2,524,177.45. Of this amount the sum of $331,532.04 was collected during the last fiscal year.

The royalty was collected at the following places :—

Dawson	$ 113,426 84
Dominion	25,748 35
Eureka	276 62
Forty-Mile	599 00
Grand Forks	131,087 03
Gold Run	25,809 42
Hunker	26,420 80
Sulphur	7,726 73
White Horse	342 00
Total	$ 331,436 79
Infringement on Government claim	95 25
Grand total	$ 331,532 04

The gold was taken from the following creeks, gulches and hills :—

American Gulch, Adams' Hill, Bonanza Creek, Bear Creek, Big Salmon, Cheechaga Hill, Dominion Creek, Eldorado Creek, Fox Gulch, French Hill, French Creek, Gold Run Creek, Gold Bottom Creek, Gold Hill, Hunker Creek, Little Skookum, Last Chance, Monte Christo, Magnet Gulch, Skookum Creek, Sulphur Creek, Trail Creek, Victoria Creek, Eureka, Livingstone.

MINERALS—BRITISH COLUMBIA.

The precious metals within the railway belt in the province of British Columbia are the property of the province, and the base metals are owned by the government of Canada. All the minerals, however, are administered by the provincial government under the mining laws of that province. This is in accordance with an arrangement between the government of Canada and the provincial government of British Columbia, and ratified by orders of His Excellency the Governor General in Council, dated February 11 and 28, 1890. This agreement may be terminated at any time by either government. Under this agreement 2,639·62 acres have been transferred to the provincial government, and the total amount received therefor was $7,655.78.

QUARTZ REGULATIONS.

The following is a synopsis of the regulations now in force for the disposal of quartz mining claims on Dominion lands in Manitoba, the North-west Territories and in the Yukon Territory :—

Every person eighteen years of age and over, but not under, and every joint stock company holding a free miner's certificate, may obtain an entry for a mining location.

A free miner's certificate is granted for one or more years, not exceeding five, and is not transferable. The fee for a free miner's certificate for an individual is $10 ; and for a free miner's certificate to a joint stock company, from $50 to $100, according to the nominal capital of the company.

The holder of a free miner's certificate who has discovered mineral in place, may locate a claim not exceeding 1,500 feet long by 1,500 feet wide, by marking it with two legal posts, one at each end, on the line of the lode, or vein, and marking out the line between them. Upon each post shall be marked the name of the claim, the name of the person locating and the date, and the number of feet lying to the right and left of the line.

The claim shall be recorded with the mining recorder of the district within which it is situated within fifteen days after the location thereof, if located within ten miles of the office of the recorder ; one additional day shall be allowed for such record for every additional ten miles or fraction thereof. In the event of a claim being more than 100 miles from a recorder's office, and situated where other claims are being located, the free miners, not less than five in number, may appoint a free miner's recorder ; but if the latter fails within three months to notify the nearest government mining recorder of his appointment, the claims which he may have recorded will be cancelled. The fee for recording a claim is $5.

An expenditure of not less than $100 per year must be made on the claim, or a like amount paid to the mining recorder in lieu thereof. When $500 has been expended, or paid, in connection with the location, the locator may, upon having a survey thereof made and upon complying with certain other requirements, purchase the land at the rate of $1 per acre cash.

A location for the mining of iron and mica not exceeding 160 acres in area may be granted, provided that should any free miner obtain a location which subsequently is found to contain a valuable mineral deposit other than iron or mica, his right in such deposit shall be restricted to the area prescribed for other minerals, and the remainder of the location shall revert to the Crown.

The patent for a mining location shall reserve to the Crown forever whatever royalty may hereafter be imposed on the sales of the products of all mines therein, and the same royalty shall be collected on the sales which may be made prior to the issue of the patent, such royalty, however, not to exceed 5 per cent.

The Minister of the Interior may grant locations for the mining of copper in the Yukon Territory, each location to consist of an area not exceeding 160 acres in a square block. The boundary lines of each location shall be due north and south and due east and west, and not more than one area shall be granted to any one person within a district of ten miles. The grant of such location for the mining of copper shall not give to the grantee any rights to any other minerals, except minerals that are combined or mixed with copper or copper ore, but in no case to include free milling gold or silver.

There shall be paid to the government on the gross output of copper from any such location a royalty to be fixed by the Minister of the Interior, not exceeding five per cent on such gross output.

The Minister of the Interior may make such rules and regulations and impose such conditions for ensuring the development of any such area, and securing the payment of the royalty as he may consider necessary in that behalf.

The fee to be paid to the gold commissioner or a mining recorder for an entry for a copper mining location of 160 acres shall be $20, and the same fee shall be charged for each renewal of an entry.

PLACER MINING IN THE YUKON TERRITORY.

Claims are creek, gulch, river and hill claims, the length on the base line or general direction of creek or river not to exceed 250 feet, the width being from 1,000 to 2,000 feet. Bench claims are 250 feet square.

Claims are marked by two legal posts, one at each end, bearing notices. Entry must be obtained within ten days if the claim is within ten miles of the recorder's office. One extra day allowed for each additional ten miles or fraction.

The person or company staking a claim must hold a free miner's certificate.

The discoverer of a new mine is entitled to a claim 1,000 feet in length, and if the party consists of two, 1,500 feet altogether, on the output of which no royalty shall be charged ; the rest of the party ordinary claims only.

Entry fee, $15. Royalty at the rate of two and one-half per cent on the value of the gold shipped from the Yukon Territory to be paid to the comptroller. Gold to be valued at $15 an ounce.

No free miner shall receive a grant of more than one mining claim on each separate river, creek or gulch, but the same miner may hold any number of claims by purchase, and free miners may work their claims in partnership, by filing notice and paying a fee of $2. A claim may be abandoned and another obtained in the same creek, gulch or river by giving notice and paying a fee.

Work must be done on a claim each year to the value of at least $200, or in lieu of work payment may be made to the Mining Recorder each year for the first three years of $200, and after that $400 for each year.

A certificate that work has been done or fee paid, must be obtained each year ; if not, the claim shall be deemed to be abandoned, and open to occupation and entry by a free miner after three months.

The boundaries of a claim may be defined absolutely by having a survey made, and publishing notice in the Yukon Official *Gazette*.

REGULATIONS RE DREDGING, YUKON TERRITORY.

A free miner may obtain a lease of an unbroken extent of five miles of a river, but not more than six such leases will be issued in favour of an individual or company.

The lease shall be for a term of 20 years, renewable from time to time thereafter in the discretion of the Minister of the Interior. The lessee's right of mining and dredging shall be confined to the submerged bed or bars in the river below low water mark, that boundary to be fixed by its position on August 1, in the year of the date of the lease.

The lease shall be subject to the rights of all persons who have received or who may receive entries for claims under the placer mining regulations.

The lessee shall, within two years from the date of the lease, have at least one dredge in operation upon the portion of the river leased to him, not exceeding 30 miles, and shall, within six years from the date of such lease have one dredge in operation upon each five miles of the river under lease to him.

The rental is $100 for the first year for each mile of river leased, and $10 per mile for each subsequent year.

The lessee shall pay to the Crown a royalty of 10 per cent on the output in excess of $15,000 for each five miles of river leased ; but the lessee under one lease shall not be entitled to the exemption as to royalty where the dredge or dredges used by him have been used in dredging by another lessee, or in any case in respect of more than 30 miles.

The lessee is permitted to cut free of all dues on any land belonging to the Crown such timber as may be necessary for the purposes of his lease, but such permission shall not extend to timber which has been or may be granted to other persons or corporations.

The regulations also provide that the lessee shall not interfere with free navigation of the river nor with the construction of roads, ways, bridges, drains or other public works. It is also provided that the lessee shall not transfer a lease without the consent in writing of the Minister of the Interior.

REGULATIONS RE DREDGING, MANITOBA AND N.W. TERRITORIES.

The regulations now in force provide that a free miner can obtain two leases of five miles each. The lease is for a term of twenty years, renewable from time to time thereafter in the discretion of the Minister of the Interior.

The lessee's right is confined to the submerged bed or bars of the river below low water mark, and is also subject to the rights of all persons who have received or who may receive entries for bar diggings or bench claims, except on the Saskatchewan river, where the lessee may dredge to high water mark on each alternate leasehold.

The lessee shall have a dredge in operation within one year from the date of the lease for each five miles leased to him. If, however, a company or individual has obtained more than one lease, one dredge for each fifteen miles or portion thereof, will be accepted. The rental is $10 per annum for each mile leased. The lessee shall pay to the Crown a royalty of 2½ per cent on the output after it exceeds $10,000.

The lease provides that the lessee shall not interfere in any way with the navigation of the river or with any roads, ways, bridges, drains and other public works and improvements now existing or which may be made in the future.

The lease shall provide that any one who has or who may receive entry under the mining regulations, shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

Provided that it shall not be lawful for such person to construct a wing dam within one thousand feet from the place where any dredge is being operated nor to obstruct or interfere in any way with the operation of any dredge.

HYDRAULIC MINING—YUKON TERRITORY.

Locations may have a frontage of from one to five miles, as may be decided by the Minister of the Interior, and a depth of one mile, but where such location is situated in a valley, its depth may extend to the limits of the valley, if so ordered by the Minister of the Interior

To the person who files with the Commissioner of the Yukon Territory, at Dawson, an application for a location previously prospected by him, or his authorized agent at the time the location was prospected, a lease will be issued, provided he is the first qualified applicant therefor.

No application for a lease for hydraulic mining purposes shall be entertained for any tract which includes within its boundaries any placer, quartz, or other mining claim under the Regulations in that behalf, or in the immediate vicinity of which placer, quartz or other mining claims have been discovered, or which are being profitably operated.

It is necessary, however, for the applicant to furnish the department with a report from the Gold Commissioner to the effect that there are no placer, quartz or other mining claims within the location applied for ; that it has been proved to his satisfaction, that the applicant himself, or a person acting for him, was upon and actually prospected prior to the date of the application, the ground included in the location ; and that the ground included in the location is not being worked and is not suitable to be worked under the Regulations governing placer mining. No lease will be issued unless recommended by the Commissioner.

In addition to the above it will be necessary for an applicant for a lease for hydraulic mining purposes, to file in the Department of the Interior a declaration made by a mining engineer, or other competent person, to the satisfaction of the Minister of the Interior, that the location applied for is suitable for hydraulic mining purposes ; that there is a sufficient quantity of water available with which to successfully operate the location ; and that there is a sufficient dumping ground upon which to deposit the tailings produced from his operations.

Before a lease is issued it is necessary for the applicant to obtain a free miner's certificate and file in the Department of the Interior at Ottawa a Dominion land surveyor's plan of the location. The term of the lease is twenty years, and the rental $150 for each mile of frontage.

The same royalty shall be paid upon the output of gold as is provided or may hereafter be provided in the case of placer claims, the royalty to be paid in the manner provided in the regulations governing placer mining.

The lessee is required to expend in operating his location not less than $5,000 during each year from the date of his lease.

The lessee may cut, free of dues, such of the timber on a location as may be necessary for working the same in connection with his mining operations, but not for sale or traffic, and provision is made that the Commissioner of the Yukon Territory may grant a permit to any person to cut and remove from a location cordwood for his own use when such cordwood cannot otherwise be had within reasonable distance, but no such permit shall convey the right to cut or remove wood required by the lessee for his mining operations.

PETROLEUM.

By an Order in Council, dated May 31, 1901, provision was made that on and after July 1 of that year all unappropriated lands of the Crown in Manitoba, the Northwest Territories and within the Yukon Territory, would be open to prospecting for petroleum purposes, and that should oil in paying quantities be discovered, and should such discovery be established to the satisfaction of the Minister of the Interior, an area, not exceeding 640 acres of land, including and surrounding the land upon which the discovery has been made, will be sold to the person or company making such discovery at the rate of $1 an acre, provided the lands are available. Provision is also made for the collection of royalty on the sales of the petroleum at such rate as may from time to time be specified by Order in Council.

COAL MINING LANDS.

The number of applications received during the year was 978. The revenue for the year derived from the sale of coal lands was $16,270.32. The total area of coal lands sold up to July 1, 1902, was 37,300·80 acres, and the total amount received therefor was $283,113.32.

The regulations for the disposal of Dominion lands containing coal were issued under the authority of an Order in Council, dated May 19, 1902. These amended regulations provide that an area, not exceeding 320 acres of land, may be sold to one individual or company at the rate of $10 an acre unless the coal is anthracite, in which case the price is $20 an acre. Payment may be made in cash or scrip at the time of the sale, or payment may be made of one-quarter of the purchase price only, and the balance in three equal annual instalments, with interest at the rate of five per cent per annum upon the unpaid balances. Scrip, however, cannot be accepted unless payment is made in full at the time of the sale. A fee of $5 must accompany each application to purchase, which will be applied on account of payment for the land if the sale is carried out, and will be refunded if the land applied for is not available, but not otherwise. Royalty at the rate of ten cents per ton of 2,000 pounds will also be collected on the output of the mine.

If the surface rights of the land applied for are not the property of the Crown, a location containing an area not exceeding 320 acres may be reserved for an applicant to prospect thereon for coal, upon payment of a fee of $10, and upon making an arrangement with the owners of the surface rights. Such reservation, however, cannot be made if the surface rights of the land have not been disposed of.

Permits may also be issued to mine coal for domestic purposes, but the area covered by a permit must not exceed three acres. Rental at the rate of $5 an acre per annum is charged for an area of one acre or more, and if the area is less than one

acre the rental is $5. A royalty is also collected of twenty cents per ton for anthracite coal, fifteen cents per ton for bituminous coal and ten cents per ton for lignite coal.

In the Yukon Territory applications for coal lands are made to the Crown Timber and Land Agent, who is permitted to sell such lands, subject to the approval of the Commissioner, at the rate of $20 per acre if the coal is anthracite, and $10 per acre for any other class of coal. Not more than 320 acres of coal land can be sold to one applicant. The conditions of payment are the same as for other Dominion lands containing coal. A royalty at such rate as may from time to time be specified by the Governor General in Council will be levied and collected on the gross output of the mine. The purchaser must develop the location within two years from the date of the sale, and have a survey thereof made, and a patent will not be issued until satisfactory proof is furnished that the above conditions have been complied with.

IRRIGATION.

During the year nine applications for authority to divert water for irrigation and other purposes were received at the department, and fourteen applicants received permission to construct works in accordance with the provisions of the North-west Irrigation Act. One hundred and fifteen (115) licenses have been issued up to date to divert water.

The North-west Irrigation Act, under which the applications referred to in the preceding paragraph were made, was assented to by Parliament on June 13, 1898. The provisions of the Act and the regulations made thereunder may be briefly outlined as follows :—

An applicant for permission to construct works to divert water, shall file with the Commissioner of Public Works at Regina, a memorial setting forth the particulars with respect to the application, and a plan of the proposed work. He shall also give notice of such filing in some newspaper published in the neighbourhood, to be named by the commissioner, not less than once a week for a period of thirty days.

So soon as these conditions have been complied with, the Minister of the Interior authorizes the construction of the works within a certain period. Upon the completion of the works an inspection thereof is made by the chief engineer and surveyor of the Department of Public Works of the North-west Territories, and upon receipt of a certificate from him that they have been built in accordance with the plans and specifications submitted by the applicant, a license is issued in his favour by the Minister of the Interior upon payment of a fee of $10. It is, however, necessary that the applicant shall furnish proof that he is the owner of the land to be irrigated, or that he has arranged with the owners thereof to furnish them with water, before a license is issued in his favour.

The Minister of the Interior may, if he sees fit, waive the necessity for filing the plans referred to and may require the applicant to file a memorial only.

GRAZING.

Leases for grazing purposes are issued for a term of twenty-one years, and the rental is at the rate of two cents an acre per annum, payable half-yearly in advance.

Lands included in a grazing lease may be withdrawn for homestead entry, sale or railway purposes, but no rental is charged on such lands from the date upon which they are withdrawn from the lease.

A lessee of grazing lands is not entitled to the hay thereon, but he may, upon application to the agent of Dominion Lands, obtain each year the first permit to cut on his leasehold whatever quantity of hay he may require for his own use, free of dues, the department reserving the right to issue permits to other applicants to cut hay thereon.

HAY.

A settler in the vicinity of unoccupied Dominion lands may obtain a lease to cut hay on an area thereof not exceeding forty acres. The term of the lease is five years and the rental twenty-five cents an acre per annum, payable in advance.

No one is prevented by the department from cutting hay without a permit, but any one desiring to have a certain area of land containing hay reserved for him may take out a permit covering the same.

Applications for permits to cut hay are made after January 1 in each year to the agent of Dominion lands in whose agency the land containing the hay is situated, and permits are issued on and after April 1 following, upon payment of a fee of fifty cents and the dues hereinafter prescribed.

If before April 1 more than one application is received for a permit covering the same tract of land, the agent, if he cannot arrange a division of the land to suit the applicants may post a notice in his office calling for tenders for the purchase of the hay, and the permit is awarded to the person offering the highest cash bonus.

No hay shall be cut prior to a date to be fixed each year by the Minister of the Interior.

The dues chargeable for permits to actual settlers who require the hay for their own use are ten cents an acre or ten cents per ton, and to all other persons the rates are fifty cents an acre or fifty cents per ton, payable in advance.

GRAZING—YUKON TERRITORY.

The term of a grazing lease in the Yukon Territory is ten years, and the rental $100 a square mile. In unsurveyed territory the applicant shall establish by legal survey one corner of the ground applied for, and lay off the area from that corner.

HAY—YUKON TERRITORY.

The term of a hay lease in the Yukon Territory shall be ten years, and the rental fifty cents an acre per annum. A survey of the land to be made by the lessee at his own expense. The ground covered by the lease to be open to sale and entry for mining purposes, but no rental to be charged from the date of such sale or entry.

HAY PERMITS IN THE YUKON TERRITORY.

Permits to cut hay may be issued by the Crown timber and land agent, on payment of a fee of $2 and dues at the rate of $1 per ton.

GRAZING PERMITS—YUKON TERRITORY.

Permits may be obtained to graze stock on the public grazing reserves made at all important points, subject to the payment of five cents per day for each head of cattle.

GRAZING LANDS.

Total number of Ranches on Dominion Lands, leased or authorized to be leased, up to the 1st day of July, 1902, was 908, covering an area of 1,272,847·66 acres.

The following schedule shows the names and addresses of the lessees, the numbers of their ranches, and the area covered by each lease:—

Ranche No.	Name.	Address.	Area in Acres.
141	Peter McLaren	Perth, Ont	7,500·00
318	F. W. Peecock	Maple Creek, Assa	478·29
327	Peter Byrne	Prince Albert, Sask	480·00
329	Lachlan Collie	Fairview, Man	306·50
333	R. G. Robinson	Calgary, Alta	1,120·00
334	Wm. Collie	Erinview, Man	160·00
341	Gagen & à Court	Moosejaw, Assa	5,600·00
344	A. T. Wallace	Maple Creek, Assa	1,920·00
348	Leeson & Scott	Morley, Alta	1,920·00
349	John G. Collins	"	960·00
356	Wm. Grahame	"	477·00
368	Thos. Johnson	Maple Creek, Assa	1,280·00
369	John and Walter Potts	Morley, Alta	741·60
374	L. C. Brown	Dunmore, Assa	480·00
377	John Cheeseman	Maple Creek, Assa	320·00
378	John R. Craig	Macleod, Alta	2,560·00
380	R. G. Robinson	Calgary, Alta	800·00
398	John Harvey	Maple Creek, Assa	597·50
401	J. P. Tully	Strathclair, Man	320·00
402	Chas. E. Stevens	C. of W. B. Williams, Winnipeg, Man	160·00
405	G. W. Quick	Maple Creek, Assa	1,200·00
408	J. S. Rose	Battleford, Sask	2,560·00
414	A. T. Wallace	Maple Creek, Assa	640·00
419	A. T. Wallace	"	1,260·00
424	Mrs. Mary Cumberland	Stella, Ont	960·00
426	F. W. Fisher	Lundyville, Man	289·00
427	H. A. Sibbald	Morley, Alta	320·00
431	H. Couture	Battleford, Sask	1,920·00
432	Henry Hamilton	Walsh Station, Assa	2,240·00
433	Ed. Heffer	Maple Creek, Assa	320·00
439	Wm. R. Abbott	"	640·00
451	Thos. Monkman	Winnipeg, Man	445·00
452	Lethbridge Sheep Ranche Co	Lethbridge, Alta	2,080·00
454	Chas. W. May	Saskatoon, Assa	160·00
457	Wm. Turner	Fletwode, Assa	2,082·00
459	F. J. O'Hara Armstrong	Whitewood, Assa	1,742·00
460	L. Q. Coleman	Morley, Alta	1,286·00
463	Wm. Collie	Erinview, Man	128·90
465	J. A. W. Fraser	Jumping Pond, Alta	1,280·00
468	J. W. & F. W. Ings	High River, Alta	720·00
472	R. G. Robinson	Calgary, Alta	3,840·00
479	John Cheeseman	Maple Creek, Assa	160·00
485	John Harvey	"	320·00
486	John Lawrence, sr.	"	1,440·00
490	B. Cheeseman	"	640·00
492	Emiel Griesback	Gleichen, Alta	77·00
494	Jas. Martin	Maple Creek, Assa	640·00
500	Thos. Hourd	Fletwode, Assa	1,313·00
503	Donald Gunn	Whitesand, Assa	1,280·00
505	Philip Williams	Maple Creek, Assa	640·00
506	R. J. Christie	Hatfield, Alta	80·00
510	Cornelius Peters	Chortitz, Man	160·00
511	Cheeseman Bros.	Maple Creek, Assa	640·00
514	Edward Henry	Fletwode, Assa	1,280·00
516	Wm. Stothers	Maple Creek, Assa	960·00
520	F. J. O'Hara Armstrong	Whitewood, Assa	960·00
521	Jonathan Gillis	"	1,853·00
524	Wm. Sinclair	Yorkton, Assa	320·00
525	Patrick Burns	Calgary, Alta	640·00
527	H. M. Morris-Reade	Whitewood, Assa	619·00
528	Wm. Wilkins	Carlyle, Assa	160·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
537	F. Shackleton	High View, Assa	647·00
540	L. C. Brown	London, S. W., 40 Cadogan Place	480·00
543	D. McIntosh	Whitewood, Assa	288·00
546	C. Duck	Chortitz, Man	166·00
547	R. E. Bonar	High View, Assa	640·00
549	P. Lechat	Battleford, Sask	640·00
552	G. & J. Blackwood	Whitewood, Assa	720·00
553	A. E. E. Dunn	Battleford, Sask	480·00
554	H. Munro	Parkin P. O., Wapella, Assa	640·00
555	T. J. Armstrong	High View, Assa	320·00
556	S. Jonsson	Westbourne, Man.	160·00
557	E. Greer	Innisfail, Alta	160·00
558	W. T. Warner	Fletwode, Assa	730·00
562	J. G. Farr	Maple Creek, Assa	320·00
566	T. Minaugh	Whitewood, Assa	1,063·00
571	R. J. Christie	Yarrow, Alta	160·00
572	A. E. Lennon	Innisfail, Alta	640·00
583	Wm. McMillan	High View, Assa	648·00
584	Frank H. Hourd	Montgomery, Assa	809·00
585	Thos. Kerr	High View, Assa	640·00
586	David Wilson	Orange Ridge, Man	640·00
590	D. A. Coleman	Whitewood, Assa	828·00
592	E. H. Botterell	229 St. James St., Montreal, Que	160·00
595	James Quigley	Cochrane, Alta	639·00
600	James Tooke	High View, Assa	640·00
601	William Archibald	Parkin, Assa	1,653·00
604	The Boyd Ranching Co. (Ltd.)	Carberry, Man	4,880·00
606	Robert B. Warner	Fletwode, Assa	975·00
608	H. M. Morris-Reade	Whitewood Station, Assa	640·00
615	B. Long	Clare, Assa	160·00
616	Mrs. A. A. Doig	Kennell, Assa	160·00
619	Chas. Blair	Maple Creek, Assa	2,196·00
620	W. R. Jefferson	Carlyle, Assa	480·00
622	G. L. Weatherald	Glen Adelaide, Assa	320·00
628	Donald Murray	High View, Assa	326·00
632	Sanford McNeil	Arcola, Assa	320·00
640	Wm. Boyd	Fairmede, Assa	320·00
643	Thos. Kerr	High View, Assa	160·00
647	G. F. Hirst	Scandinavia, Man	320·00
649	Wm. McCaw	Fitz Maurice, Assa	640·00
652	A. Cumberland	Maple Creek, Assa	320·00
658	Geo. Grassick	Weyburn, Assa	640·00
665	Ricardo & Bevan	Calgary, Alta	303·00
667	Wm. McKinnon	Neepawa, Man	320·00
680	Jos. Duhaime	Battleford, Sask	800·00
681	J. T. Thompson	Arcola, Assa	640·00
686	Samuel Whiting	Maple Creek, Assa	160·00
689	Donald McKenzie	Whitewood, Assa	320·00
690	Wm. Moore	Maple Creek, Assa	640·00
694	Hugh Munro	Poplar Grove, Wapella, Assa	640·00
695	Wm. Brownlee	High View, Assa	806·00
699	J. H. McNeil	Carlyle, Assa	320·00
705	R. W. Cowan	Big Hill Creek, Cochrane, Alta	1,120·00
706	Jos. Lawford	Percy, Assa	640·00
708	Jos. Burgess	Fletwode, Assa	480·00
709	Thos. Harkness	Fletwode, Assa	960·00
713	J. T. Krahn	Hochstadt, Man	160·00
714	J. A. W. Fraser	Jumping Pond, Calgary, Alta	480·00
715	Gordon & Ironsides	Prince Albert, Sask	1,600·00
716	Dan. Whipps	Colley, Assa	1,120·00
718	John McEachen	Clare, Assa	640·00
720	Jas. Monkman	Peguis, Man	149·00
722	M. T. Bambridge	Moose Jaw, Assa	640·00
724	Alex. Middleton	Dunmore, Assa	320·00
725	Jas. McDougall	Turnbull, Man	295·00
726	Jas. Gilchrist	Shellmouth, Man	137·00
740	J. B. Paré	Battleford, Sask	550·00
741	E. Loder	Kananaskis, Alta	640·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name	Address.	Area in Acres.
744	Rev. J. McDougall	Morley, Alta.	640·00
745	R. S. E. Harrison	Lake Dauphin, Man	862·00
748	J. Lawrence, jr.	Maple Creek, Assa.	1,440·00
749	C. Caughlin	Nanton, Alta.	480·00
753	John Harvey	Maple Creek, Assa.	640·00
759	Jas. Jackson	Maple Creek, Assa.	387·00
762	E. Clayton	Maple Creek, Assa	640·00
764	John Kidd, sr.	Fairmede, Assa.	320·00
765	D. C. Morrison	Cochrane, Alta.	160·00
771	Gordon & Ironsides	Winnipeg, Man	320·00
773	Alex. Turnbull	Gleichen, Alta	378·00
774	Joseph Burgess	Fletwode, Assa.	240·00
777	Raikes & Lawford	Pine Lake, Alta	160·00
785	T. H. Garry	Yorkton, Assa	800·00
794	D. M. T. Powell	Moosomin, Assa	160·00
797	W. C. Wells	Palliser, B.C.	2,400·00
798	C. F. Pretty	Harrison River P. O., New Westminster District, B.C.	263·00
799	Rev. J. McDougall	Morley, Alta.	1,280·00
801	F. Ricks	Morley, Alta	320·00
804	Donald McIver	Fairmede, Assa.	320·00
809	A. B. McRae	Glenmorris, Assa.	160·00
813	M. A. Murray	Jumping Pond, Alta	640·00
822	B. P. Alford	Pine Lake P. O., Alta.	320·00
825	M. J. Herbert	Pine Lake P. O., Alta.	640·00
837	R. E. Fisk & W. A. Thompson	Red Deer, Alta.	640·00
840	Lusk Bros.	Canmore, Alta.	640·00
841	Wm. Edge	Mitford, Alta.	640·00
843	Thomas Kerr	High View, Assa.	160·00
846	E. A. Wyndham	Pine Lake P. O., Alta.	320·00
849	P. B. Alford	Pine Lake P. O., Alta.	320·00
852	John Kidd	Fairmede, Assa.	640·00
854	Levi Havens	Wawota, Assa.	640·00
855	John McEachen	Clare, Assa.	320·00
856	L. McKinnon	Dunbow, Alta.	6·00
862	J. J. Bruce	Radnor via Cochrane, Alta.	307·00
863	F. H. Towers	Mitford, Alta.	1,920·00
864	R. E. Bonar	High View, Assa.	640·00
868	G. W. Quick	Maple Creek, Assa.	960·00
869	D. White	Maple Creek, Assa.	320·00
871	F. A. Jackson	Calgary, Alta.	160·00
872	A. Sibbald	P. O. Box 266, Calgary, Alta.	480·00
873	H. E. Sibbald	Jumping Pond, Alta.	320·00
874	W. Bell-Irving	Mitford, Alta.	2,080·00
877	W. D. Kirfoot	Mitford, Alta.	3,040·00
878	James Jackson	Maple Creek, Assa.	320·00
880	J. M. Wilson	Maple Creek, Assa.	1,920·00
881	V. F. Nevis	Lamerton, Alta.	85·00
882	H. F. Mannsell	Macleod, Alta.	1,120·00
883	Joseph Fisher	Millarville, Alta.	160·00
887	R. Campbell	Maple Creek, Assa.	1,280·00
890	Thos. M. Weatherald	Glen Adelaide, Assa.	640·00
895	W. F. H. Collie	Moner, Man.	320·00
899	A. B. McRae	Cannington Manor, Assa.	91·50
902	J. A. Fleming	Maple Creek, Assa.	640·00
903	R. Ronsay	Yorkton, Assa.	320·00
904	G. Tranter	Maple Creek, Assa.	640·00
906	John Marrot	Canmore, Alta.	316·00
909	A. Middleton	Dunmore, Assa.	160·00
910	J. L. Thompson	Arcola, Assa.	640·00
911	James Walsh	Cochrane, Alta.	320·00
915	Joseph Burgess	Fletwode, Assa.	320·00
916	H. R. A. Payne	Riga, Moosomin, Assa.	160·00
918	J. A. Black	Springbank, Alta.	640·00
919	C. Blair	Maple Creek, Assa.	299·00
923	W. J. Turton	Cannington Manor, Assa.	1,440·00
925	R. P. Alford	Pine Lake, Alta.	320·00
930	Isaac Fleming	Maple Creek, Assa.	320·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
933	C. E. Weatherald	Glen Adelaide, Assa	640·00
935	J. C. Warren	Millarville, Alta	320 00
938	E. Code	Red Deer, Alta	320·00
946	W. D. Cavan	Dunmore, Assa	160·00
952	Hugh Kippen	Arcola, Assa	320·00
953	F. A. Clements	Fairmede, Assa	640·00
966	J. & R. Copithorne	Jumping Pond, Alta	640·00
968	L. Havens	Wawota, Assa	320·00
978	S. F. Fawcett	Maple Creek, Assa	326·00
979	C. P. Healey	Jumping Pond, Alta	480 00
986	C. Sanders	Maple Creek, Assa	1,280·00
988	A. E. Cameron	High View, Assa	320 00
1001	H. Hickling	Calgary, Alta	480·00
1017	Patrick Drummond	Jumping Pond, Alta	160·00
1021	Jos. Clemens	Mitford, Alta	640 00
1027	Ebenezer Healy	Calgary, Alta	320 00
1029	Wm. W. Arnold	Lethbridge, Alta	368·00
1030	Thos. Johnson	Maple Creek, Assa	1,280·00
1037	J. A. W. Fraser	Jumping Pond, Alta	640 00
1038	G. A. Love	Red Deer, Alta	640 00
1041	C. H. Clements	Fairmede, Assa	320 00
1047	C. H. Seymour	Red Deer, Alta	320·00
1048	Sarnia Ranche Co	Sarnia, Ont	15,520 00
1052	H. Fraser	Canmore, Alta	242 00
1053	G. & I. Blackwood & Co	Whitewood, Assa	164 00
1054	Bateman & Wood	Jumping Pond, Alta	320·00
1055	John A. Kerr	High View, Assa	160 00
1057	J. Garry	Yorkton, Assa	320 00
1058	A. J. Shaw	Mitford, Alta	320·00
1061	E. Harman	Fletwode, Assa	480 00
1062	Peter Ronsay	Yorkton, Assa	640·00
1064	P. Doyle	Moose Jaw, Assa	640 00
1065	Leeson & Scott	Calgary, Alta	320 00
1066	R. Cummings	Fletwode, Assa	800·00
1068	W. Huckvale	Many Berries Ck., Coutts, Alta	4,800 00
1069	W. W. Wilson	Graburn, Assa	320 00
1070	C. David	Duhamel, Alta	160 00
1072	Hull Bros	Calgary, Alta	1,920·00
1074	F. Janet	Fletwode, Assa	1,280 00
1075	C. Blair	Maple Creek, Assa	640·00
1076	J. & R. Copithorne	Jumping Pond, Alta	1,920 00
1079	J. Meehan	Rosebud. Alta	160·00
1080	A. P. Welsh	Millarville, Alta	640 00
1082	Joseph Girard	Fletwode, Assa	1,920 00
1086	H. & J. Bourne	Sheppard, Calgary, Alta	639·00
1088	W. J. Lee	Turnbull P.O., Shellmouth, Man	640 00
1093	Chas. Davis	Whitewood, Assa	160 00
1095	J. B. Huddlestone	Josephburg, Assa	320 00
1099	J. A. Turner	Millarville, Alta	270 00
1101	R. B. Warner	Fletwode, Assa	480 00
1107	John Lawrence	Maple Creek, Assa	960·00
1109	E. W. Rackstraw	Whitewood, Assa	2,080·00
1114	C. Coughlin	Nanton, Alta	1,280·00
1116	F. S. Blake	Livingstone, Assa	160 00
1117	L. C. Brown	Josephburg, Assa	480·00
1118	Chas. Lees	Maple Creek, Assa	480·00
1119	W. J. Latimer	Calgary, Alta	160·00
1120	Jas. Dupe	Whitewood, Assa	960 00
1122	J. B. Scott	Wetaskiwin, Alta	100 00
1123	W. J. Wilson	Clare, Assa	320·00
1125	Wm. Harkness	Fletwode, Assa	640 00
1126	Johann Oswald	Steinbach, Man	160·00
1127	G. F. Pownall	Davisburg, Alta	320 00
1129	C. G. Healey	Jumping Pond, Alta	320·00
1132	Thos. Reid	Whitewood, Assa	160·00
1135	Wm. Hinde	Calgary, Alta	640·00
1136	Murton & Ingham	Calgary, Alta	640 00
1137	T. H. Tinney	Medicine Hat, Assa	1,280·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1138	R. Turner	Calgary, Alta	160·00
1139	D. McAlpine	Walsh, Assa	2,400·00
1140	McLaughlin Bros	Medicine Hat, Assa	560·00
1141	J. Cockbaine	Cochrane, Alta	2,018·00
1142	Wm. Archibald	Poplar Grove, Assa	480·00
1143	D. A. McCallum	Nanton, Alta	480·00
1144	J. Colard	Wolseley, Assa	320·00
1146	J. E. M. Leeds	New Oxley, Alta	1,280·00
1150	A. J. Prongua	Battleford, Sask	640·00
1154	J. H. Metcalfe	Westbourne, Man	320·00
1159	Mrs. Jane Abbott	Graburn, Assa	160·00
1160	S. G. Pardoe	Devil's Pine Lake, Alta	160·00
1161	T. Stewart	Whitewood, Assa	320·00
1170	W. Moodie	Millarville, Alta	640·00
1173	R. Hillhouse	Broadview, Assa	160·00
1178	J. Lambie	Maple Creek, Assa	640·00
1180	H. Letts	Edwill, Alta	320·00
1181	Wm. Gier	Okotoks, Alta	480·00
1184	T. J. Pearson	Regina, Assa	160·00
1185	J. B. Cheesbrough	Red Deer, Alta	158·00
1186	R. E. Fiske	Red Deer, Alta	320·00
1187	P. St. Dennis	Maple Creek, Assa	1,120·00
1188	Young & Major	Seaburn, Man	1,280·00
1191	S. Brown	Millarville, Alta	260·00
1192	E. H. Botterell	Montreal, Prov. Que	640·00
1193	F. A. Massack	Millarville, Alta	160·00
1194	T. H. Tinney	Medicine Hat, Assa	499·00
1195	A. Loudon	Colleston, Sask	160·00
1196	Messrs. Starke and Burton	Medicine Hat, Assa	1,400·00
1198	A. H. Eckford	High River, Alta	640·00
1199	T. Harkness	Fletwode, Assa	1,040·00
1200	J. E. Scott	Wetaskiwin, Alta	17·00
1201	Jas. Martin	Maple Creek, Assa	1,280·00
1202	J. C. Hargrave	Walsh, Assa	3,035·44
1203	F. S. Blake	Livingstone, Alta	313·00
1209	L. Simonin	Lake Chapleau, Assa	640·00
1210	H. Erickson	Red Deer, Alta	160·00
1213	F. W. Chamberlain	Whitewood, Assa	320·00
1218	S. Grimson	Red Deer, Alta	160·00
1220	Messrs. Spencer *et al.*	Sunnyside, Montana, U.S.A	69,120·00
1222	S. A. Harnett	Innisfail, Alta	320·00
1225	J. Lawrence	Maple Creek, Assa	640·00
1226	L. Chauvancy	Fletwode, Assa	640·00
1227	W. A. Douglas	Maple Creek, Assa	640·00
1229	M. Dowker	Calgary, Alta	320·00
1233	Blache Bros	Springbank, Alta	640·00
1237	P. C. Barnard-Hervey	Calgary, Alta	320·00
1240	C. Lees	Maple Creek, Assa	160·00
1241	J. T. McKnight	Calgary, Alta	57·00
1243	A. Wilton	Whitewood, Assa	640·00
1244	W. C. Skrine	High River, Alta	640·00
1246	J. Fisher	Millarville, Alta	160·00
1249	N. Williams	Millarville, Alta	480·00
1252	Samson & McNaughton	Calgary, Alta	640·00
1257	A. Young	Calgary, Alta	320·00
1258	T. W Johnston	Moffat, Assa	640·00
1261	W. F. Wilson	Brandon, Man	5,000·00
1262	N. Harper	Calgary, Alta	480·00
1263	J. Reboul	Fletwode, Assa	320·00
1267	A. White	Whitewood, Assa	1,280·00
1268	O. Nicoll	Solsgirth, Man	1,280·00
1271	J. B. Scott	Dried Meat Lake, Duhamel, Alta	118·00
1272	J. Martin	Maple Creek, Assa	640·00
1273	W. M. Garment	Crowstand, Assa	157·00
1276	W. H. Meyers	Prince Albert, Sask	480·00
1277	W. Braikenridge	Maple Creek, Assa	2,210·00
1278	A. Gauzee	Marguerite, Assa	640·00
1279	F. Burton	Lyndon, Alta	320·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1280	Jean Martin	Fletwode	960·00
1281	P. Currie	Whitewood, Assa	960·00
1282	D. Kearns	Maple Creek, Assa	1,280·00
1283	L. Perry	Montmartre, Man	160·00
1284	W. Harkness	Fletwode, Assa	320·00
1289	C. M. Wallace	Forest Farm, Assa	160·00
1290	S. Carson	Forest Farm, Assa	320·00
1293	R. H. Yoe	Brookside, Assa	160·00
1296	W. Jackson	Millarville, Alta	320 00
1299	James Duke	Whitewood, Assa	640·00
1300	Chas. S. Eggleton	Lacombe, Alta	480 00
1310	Hunter Bros.	Cochrane, Alta	640·00
1313	A. P. Welsh	Millarville, Alta	160·00
1314	W. H. Thompson	Grenfell, Assa	320·00
1316	A. Agrew	Red Deer, Alta	315 00
1321	Brown Ranche Co. (Ltd.)	Rat Portage, Ont	17,000 00
1324	G. W. Quirk	Maple Creek, Assa	640·00
1330	W. J. Birney-Brown	Cochrane, Assa	640·00
1335	G. A. Trent	Walsh, Assa	1,120·00
1336	L. C. Brown	Josephburg, Assa	320·00
1338	W. Toppings	Fitzmaurice, Assa	800·00
1339	E. J. Kieran	Calgary, Alta	320·60
1340	C. Gorrell	Carberry, Man	320·00
1341	J. Loptron	Westbourne, Man	160·00
1342	R. Mitchell	Medicine Hat, Assa	300·00
1344	J. Harvey	Maple Creek, Assa	960 00
1345	J. H. McEwen	Nanton, Alta	320·00
1349	D. Carter	Fish Creek, Alta	160 00
1357	J. Arnell	Calgary, Alta	640·00
1358	J. Hockin	Lacombe, Alta	640·00
1359	J. Lynch	Calgary, Alta	320·00
1360	J. Lawrence	Maple Creek, Assa	320 00
1361	S. H. Mayhood	Calgary, Alta	160·00
1363	W. Carson	Whitewood, Assa	320·00
1366	G. F. Beere	Macleod, Alta	400 00
1367	Dr. F. W. Shaw	Carberry, Man	160 00
1370	C. Cumming	Fletwode, Assa	1,280 00
1371	J. Reboul	Fletwode, Assa	320·00
1372	T. Huckerby	Fletwode, Assa	160·00
1373	A. Chennells	Maple Creek, Assa	640 00
1374	H. C. Neis	Lamerton, Alta	97·00
1375	L. Raincock	Westbourne, Man	320 00
1379	W. E. Smith	Wildcat, Livingstone, Alta	320 00
1382	John Linebam	Okotoks, Alta	320 00
1383	Jos. Edwards	Tumbell, Man	640 00
1386	W. L. Christie	High River, Alta	480·00
1387	R. Mitchell	Medicine Hat, Assa	600·00
1388	A. Martin	Cochrane, Alta	1,120 00
1390	C. D Strong	Walsh, Assa	160·90
1392	G. A. Reid	Cochrane, Alta	1,325 00
1393	F. W Peacock	Maple Creek, Assa	175·50
1394	Messrs. Adams & King	Calgary, Alta	800 00
1395	A. Wallis	Calgary, Alta	129·00
1398	H. Fraser	Canmore, Alta	640 00
1399	A. Herr	Brice, Alta	320·00
1400	J. Cheyne	Oxbow, Assa	640 00
1401	J. Dixon	Maple Creek, Assa	960 00
1404	B. S. Lloyd	Calgary, Alta	320 00
1406	A. Munro	Whitewood, Assa	640 00
1411	W. Wood	Broadview, Assa	160·00
1412	J. F. Clements	Brookside, Assa	160·00
1414	R. H. Yeo	Brookside, Assa	320 00
1416	T. E. Jackson	Calgary, Alta	320 00
1417	S. T. Clements	Brookside, Assa	160·00
1421	A. Shaw	Medicine Hat, Assa	640·00
1423	P. B. Cleland	Midnapore, Alta	160·00
1428	Chas. Perry	Cochrane, Alta	320·00
1429	Jos. Dixon	Maple Creek, Assa	320·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1431	J. B. Lindsay	Medicine Hat, Assa	640·00
1433	J. Stephens	Calgary, Alta	320 00
1442	Messrs. Starke & Burton	Medicine Hat, Assa.	1,760 00
1446	W. F. Wilson	Brandon, Man	17,000·00
1448	John Colard	Fletwode, Assa	320·00
1452	J. H. Metcalfe	Westbourne, Man	370 00
1453	J. R. Allan	Macleod, Alta	320·00
1455	E. F. Cummings	Macleod, Alta	52·00
1457	John Thordarson	Big Point, Wild Oak P. O., Man	160 00
1458	The Lethbridge Sheep Co	Lethbridge, Alta	1,760·00
1461	Chas. A. Wood	Pine Lake, Alta	1,280·00
1462	The Sheep Creek Ranching Co	Calgary, Alta.	160·00
1463	D. McDougall	Millward, Alta	1,440 00
1464	G. W. Wood	Pine Lake, Alta	1,280·00
1465	Wm. Harkness	Fletwode, Assa	1,120 00
1469	H. Norman Sheppard	Pekisko, Alta	640 00
1473	Jas. Markle	Kissina, Assa	320 00
1476	John Deis	Balgonie, Assa	160 00
1479	Jules Gagné	Battleford, Sask	160 00
1482	J. C. Warner	Fletwode, Assa	640 00
1490	J. McKay	Whitewood, Assa.	320 00
1500	F. Clark	Dundurn, Assa	320 00
1501	Yabaree Ranche Co	Calgary, Alta	640 00
1502	Mrs. A. Hammond	Winnipeg, Man	480·00
1505	G. Bell	Millarville, Alta	100·00
1509	J. Poitras	Battleford, Sask	480·00
1511	W. B. Thorne	High River, Alta	160·00
1513	E. Healy	Calgary, Assa	160·00
1515	W. Geo. Castle	Panima, Alta	320·00
1517	Henry Clayton	Calgary, Alta	480 00
1519	Geo. Ambrose	Maple Creek, Assa	640·00
1520	John Gravy	Hyde, Assa	160·00
1522	A. H. Salmon	Riga, Assa	165·00
1523	E. P. Cronguist	Red Deer, Alta.	160·00
1525	S. J. Reinhardt	Calgary, Alta	160·00
1526	D. J. Simpson	Calgary, Alta.	160·00
1527	J. Burke	Brookside, Assa	640 00
1528	P. Sullivan	Calgary, Alta.	640 00
1531	O. Johannson	Sunnymead, Assa	320·00
1532	H. B. Cossar	Calgary, Alta	160 00
1534	R. Fenwick	Graburn, Assa	160·00
1535	Conrad Bros	Lethbridge, Alta.	15 00
1537	E. Jonson	Calgary, Alta	320·00
1539	W. D. Lineham	kotoks, Alta.	160·00
1540	Geo. W. Green	Red Deer, Alta	640 00
1541	Myles McArthur	Whitewood, Assa.	320·00
1542	L. Hinkson	Pine Lake, Alta	480·00
1543	H. Garlough	Pincher Creek, Alta.	640 00
1544	Mrs. A. E. Hayes	Calgary, Alta	160 00
1546	Adams & Nuttall	Maple Creek, Assa	320 00
1547	Albert Todd	Wolseley, Assa	160 00
1554	Thos. Birnie	Calgary, Alta	640·00
1556	Jos. Hope	Calgary, Alta.	160 00
1557	W. L. Christie	High River, Alta	640 00
1558	R. O. Sykes	Stand Off, Alta.	160·00
1559	A. L. T. D'Eyncourt	Calgary, Alta	1,120·00
1560	A. W. Snider	Swift Current, Assa	2,560 00
1561	Alex. Martin	Cochrane, Alta	640 00
1562	A. Hanson	Fletwode, Assa	160 00
1564	Jas. John Day	Battleford, Sask	640·00
1565	Thos. P. McHugh	Gleichen, Alta.	1,280 00
1566	John Lineham	Okotoks, Alta	575·26
1568	R. G. Armstrong	Graburn, Assa	640 00
1575	W. H. A. Anger	Maple Creek, Assa	320 00
1577	Bernard McKevitt	Calgary, Alta	160 00
1583	R. T. Kidd	Fairmede, Assa	160 00
1590	Messrs. Spencer *et al.*	Medicine Hat, Assa	22,000 00
1591	Harold Mackintosh	Livingstone, Alta	160 00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1592	David Erickson	Fletwode, Assa	160·00
1594	Geo. Boston	Cochrane, Alta	160·00
1595	Geo. Ward	Calgary, Alta	320·00
1596	Bland Herring	Macleod, Alta	160·00
1598	T. C. W. Riley & F. R. Riley	Calgary, Alta	480·00
1600	W. A. Lyndon	Lyndon, Alta	320·00
1607	A. Young	Calgary, Alta	160·00
1608	T. E. Jackson	Calgary, Alta	160·00
1609	Thos. H Webb	Medicine Hat, Alta	160·00
1612	Alfred P. Welsh	Millarville, Alta	160.00
1613	Jos. H. Boston	Grand Valley, Alta	160·00
1618	C. A. Peterson	Maple Creek, Assa	300·00
1622	Samuel Lindsay	Whitewood, Assa	160 00
1623	Wm. Bruce	Calgary, Alta	640 00
1628	W. Harkness	Hazelwood, Assa	320 00
1633	Walker & Creighton	Morley, Alta	320 00
1634	John Brewster	Banff, Alta	1,280·00
1646	George Bell	Millarville, Alta	160 00
1648	Thos. Dodd	Kissina, Assa	320 00
1651	The Macmillan Ranche Co	Calgary, Alta	400 00
1654	W. H. Edge	Cochrane, Alta	640 00
1655	David C. McKenzie	Calgary, Alta	640 00
1660	L. Hinkson	Pine Lake, Alta	640 00
1661	Chas. F. McLeod	Red Deer, Alta	1,280·00
1662	C. B. McCallum	Innisfail, Alta	160·00
1663	W. H. Price	High River, Alta	160·00
1664	Wm. Harkness	Hazelwood, Assa	320·00
1665	C. W. E. Gardiner	Macleod, Alta	320 00
1666	Thos. H. Cullen	Calgary, Alta	160·00
1667	Thos. W. Robertson	High River, Alta	320 00
1668	Wm. Moodie	Millarville, Alta	320·00
1669	P. J. Nelson	Maple Creek, Assa	800·00
1671	William Kerr	Maple Creek, Assa	320 00
1673	John Murray	Maple Creek, Assa	320 00
1677	John Haigh	Cochrane, Alta	812·00
1678	John Lytle	Balgonie, Assa	160 00
1681	Jacob Boessler	Grenfell, Assa	160·00
1685	Richard Newby	Maple Creek, Assa	320·00
1686	G. H. Mamsell	Calgary, Alta	640·00
1688	H. A. Crofton	Calgary, Alta	1,280·09
1692	Alexander Eddy	Medicine Hat, Assa	320·00
1693	Jas. W. Dimmick	Medicine Hat, Assa	320·00
1695	R. A. McDonald	Calgary, Alta	640·00
1698	J. Cook	Cochrane, Alta	160·00
1699	Levi Harker	Magrath, Alta	5,241·00
1701	D. M. Murray	High View, Assa	160·00
1702	W. H. Turner	Fletwode, Assa	160·00
1703	Alcide Marcotte	Duck Lake, Sask	800·00
1704	Wm. J. Latimer	Calgary, Alta	160·00
1705	Samuel McCaw	Hazelwood, Assa	640 00
1706	J. R. Perry	Calgary, Alta	1,280·00
1708	Chas. Lee	Tumbell, Man	1,140 00
1709	Albert Wilton	Whitewood, Assa	320·00
1710	Edward Carss	Lumsden, Assa	320 00
1711	Robert Armstrong	High View, Assa	160·00
1712	James Martin	Maple Creek, Assa	960 00
1713	Thos. Harkness	Hazelwood Assa	320·00
1714	W. Anderson	Lineham, Alta	70·00
1717	W. Hodgkinson	Calgary, Alta	320 00
1719	F. McRae	Brookside, Assa	320·00
1721	J. Peldie & J. T. Rogers	Russell, Man	5,120·00
1724	Mrs. A. Hammond	Winnipeg, Man	640·00
1725	David Bristow	Grierson, Alta	160·00
1730	Wm. Harkness	Fletwode, Assa	320·00
1738	S. Gibson	Napanee, Ont	640·00
1739	John Lintner	Coulee, Assa	160·00
1740	J. J. Quail	Medicine Hat, Assa	1,280·00
1741	Geo. W. Johnson	Horse C'k, Cochrane, Alta	640·00

Lessees of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1742	Edward Clark	Medicine Hat, Assa.	2,400·00
1743	Geo. A. Trent	Graburn, Assa.	1,760·00
1745	C. A. Magrath	Lethbridge, Alta.	5,760·00
1746	J. I. Geissenger	Red Deer, Alta	1,280·00
1747	Alex. Gow	Graburn, Assa	5,600·00
1749	A. E. Cameron	High View, Assa	320·00
1751	Fred A. Jackson	Millarville, Alta	320·00
1752	Jas. McBean	Graburn, Assa	320·00
1755	Herbert G. Dunn	Maple Creek, Assa	320·00
1758	Joshua Davies	Lethbridge, Alta	320 00
1759	Isaac Fleming	Maple Creek, Assa	320 00
1760	N. D. Keeley	Manitou, Man.	160·00
1763	Wm. Houghton	Medicine Hat, Assa.	480 00
1764	Robt. W. Baker	Hazelwood, Assa.	160 00
1775	Wm. Gemmell	Whitewood, Assa	320 00
1785	Geo. Allison	Burnbank, Man.	640 00
1786	Lewis F. Pundy	Medicine Hat, Assa.	160 00
1789	E. Harker	Cardston, Alta.	5,560 00
1790	C. Briggs	Graburn, Alta	2,082 00
1791	F. Bourhis	Golden Plain, Assa	160 00
1792	F. O. Sissons	Medicine Hat, Assa.	640·00
1793	R. P. Comer	Woolchester, Assa	640 00
1795	J. Hilton	Heron, Assa	160·00
1796	Wm. Croft	Maple Creek, Assa	1,600·00
1797	E. H. Botterell	Montreal, P.Q.	640 00
1798	C. D. Strong	Walsh, Assa	996·00
1806	John Irving	Disley, Assa	160·00
1810	W. H. Dodd	Kissina, Assa.	160·00
1817	E. A. DeNevers	Fairmede, Assa	160·00
1819	C. Briggs	Graburn, Assa	320 00
1820	T. H. Cullen	Calgary, Alta	800·00
1822	David Sheppard	Oxbow, Assa	160 00
1823	Edward Schneider	Cochrane, Alta.	640·00
1825	William Smith	Lumsden, Assa.	320·00
1827	W. B. Dixon	Maple Creek, Assa.	320·00
1828	Walter S. Sparks	American Falls, Idaho, U.S.A.	480·00
1829	Robert Scott	Eagle Butte, Assa	2,240·00
1830	James McKenzie	Coutts, Alta.	1,280·00
1831	James Mann	Maple Creek, Assa.	160·00
1833	Wm. Harkness	Hazelwood, Assa.	160·00
1834	Ernest J. Peachy	Medicine Hat, Assa.	960·00
1835	John C. Hargrave	Medicine Hat, Assa.	824·80
1836	Robert Cummings	Fletwode, Assa.	640 00
1837	John H. Spencer	Medicine Hat, Assa.	235 00
1838	Robert Greenwood	Pine Lake, Alta	640·00
1841	Arthur Blythman	Maple Creek, Assa.	480 00
1842	J. F. Minor	Maple Creek, Assa	320 00
1843	Frank C. Haydork	Maple Creek, Assa	320·00
1844	Andrew Young	Calgary, Alta.	160 00
1845	Wm. Chapman	Fitzmaurice, Assa.	320 00
1846	J. J. Clements	Fairmede, Assa.	320 00
1847	Wm. Scott	Woolchester, Assa	320 00
1848	A. B. Carle	Medicine Hat, Assa.	320 00
1849	Heikki Maki	Wapella, Assa.	160·00
1850	George Marlin	Wolseley, Assa.	160 00
1851	J. Brynitson	Pine Creek, Alta	160·00
1852	T. C. Allan	Medicine Hat, Assa.	160 00
1853	W. T. Gibson	Coulee, Assa.	160 00
1855	Herbert Gobett	Medicine Hat, Assa.	320 00
1856	Mrs. Lizzie Hamilton	Woolchester, Assa	320 00
1857	Albert Dash	Hillesden, Assa	160 00
1858	E. Latellier	Sintaluta, Assa.	640·00
1860	C. C. Cooke	Grenfell, Assa.	160 00
1861	William Small	Maple Creek, Assa	320 00
1862	R. P. Comer	Eagle Butte, Med. Hat, Assa.	640 00
1863	F. Moorehouse	Calgary, Alta	640 00
1864	Dr. A. R. Turnbull	Moose Jaw, Assa.	480 00
1865	W. E. Pepper	Cochrane, Alta.	320 00

LESSEES OF GRAZING LANDS—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1867	Howell Harris	Lethbridge, Alta	310·00
1868	Charles Holmes	Whitewood, Assa	320·00
1869	T. R. Miles	Pincher Creek, Alta	320·00
1870	Sigfus Jonsson	Geyser, Man	160·00
1871	W. H. Ogle	Wood Mountain, Assa	160·00
1872	A. H. Alford	Pine Lake, Alta	160·00
1873	E. P. Bergner	Red Deer, Alta	160 00
1874	Thomas Johnson	Maple Creek, Assa	640·00
1875	A. Butterworth	Hazelwood, Assa	160·00
1876	J. Knourek	Esterhaz, Assa	640·00
1877	Owen Sanderson	Medicine Hat, Assa	640·00
1878	Wm. D. Hunt	Fairmede, Assa	640·00
1879	William Dash	Hillesden, Assa	160·00
1881	Alexander McCarthy	Skibbereen, Assa	640·00
1882	Wm. Noble	Oxbow, Assa	160 00
1883	R. de Malherbe	Millarville, Alta	320·00
1884	Mrs. H. Surrey	Maple Creek, Assa	640·00
1885	McLaughlin Bros	Josephburg, Assa	320·00
1886	J. Ovans	Fitzmaurice, Assa	320·00
1887	J. Morrison	Grenfell, Assa	160·00
1888	Joseph Howard	Cochrane, Alta	800 00
1890	A. P. McDonald	Lineham, Alta	640·00
1891	W. G. Rock	Maple Creek, Assa	640·00
1892	T. W. Minor	Maple Creek, Assa	160·00
1893	H. C. Glasgow	Yarrow, Alta	160·00
1894	Henry Waxmund	Lethbridge, Alta	320·00
1895	H. J. Vandervoort	Lethbridge, Alta	640 00
1896	Stewart & Burton	Meadow Creek, Alta	960·00
1897	J. H. Fleming	Maple Creek, Assa	2,240 00
1898	T. Brown & J. H. Wallace	Lethbridge, Alta	10,000·00
1899	Mrs. Helena Yunker	Lethbridge, Alta	319 00
1900	Fred Weiss	Medicine Hat, Assa	320·00
1901	W. W. Wilson	Graburn, Assa	960 00
1902	Henry Hassett	Maple Creek, Assa	614 00
1903	Leslie C. Simons	High River, Alta	160·00
1904	Roy Cowan	Langdon, Assa	544·00
1905	J. O. Grahame	Kamloops, B.C	320·00
1906	James Wright	Medicine Hat, Assa	7,040 00
1907	Geo. H. Smibert	Elkwater, Assa	1,120·00
1908	Charles Shankburger	Josephsburg, Assa	160·00
1909	F. Durand	Whitewood, Assa	160·00
1910	K. S. Meek	Medicine Hat, Assa	189·00
1911	T. A. Roberts	Calgary, Alta	160·00
1912	A. B. Smith	Moosomin, Assa	160·00
1913	T. F. Terry	Whitewood, Assa	160 00
1914	J. F. McCarkell	Morley, Alta	586·70
1915	Mrs. M. J. Hinds	Fletwode, Assa	872·72
1916	Thos. Lionel Perry	Calgary, Alta	320 00
1917	W. W. Cooper	Medicine Hat, Assa	634·00
1918	François Jasmin	Broadview, Assa	480 00
1919	Edwin Kerslake	Hayfield, Man	320 00
1920	N. A. Taylor	Medicine Hat, Assa	1,600 00
1921	J. & R. Porter	Irvine, Assa	1,582 00
1922	F. Jamet	Fletwode, Assa	160·00
1923	E. Battrick	Calgary, Alta	640 00
1924	E. Perrin	Maple Creek, Assa	160·00
1926	R. B. Bennett & Son	Grenfell, Assa	320 00
1927	B. Simpkin	Maple Creek, Assa	640·00
1928	S. W. Auger	Coulee, Assa	160·00
1929	J. L. Desautels	Willow Bunch, Assa	320·00
1931	T. Herbert Rhodes	Medicine Hat, Assa	640·00
1932	Ferdinand Jannet	Regina, Assa	320·00
1934	Lethbridge Sheep Co. Ltd.	Lethbridge, Alta	960·00
1935	W. R. Potts	Morley, Alta	320 00
1937	W. L. Christie	High River, Aita	640 00
1938	Zacharias Pickworth	Maple Creek, Assa	480 00
1939	R. W. Cowan	Cochrane, Alta	1,280·00
1940	John Lindner	Coulee, Assa	1,280·00

LESSEES OF GRAZING LANDS—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1941	Massangill Bros.	Medicine Hat, Assa	1,049·00
1942	F. M. Graham	Morley, Dlta	587·00
1944	J. Jenkinson	Elkwater, Assa	960·00
1945	Dr. P. D. Tyerman	Prince Albert, Sask	640·00
1946	T. B. Huddlestone	Elkwater, Assa	320·00
1947	Arthur R. Springett	New Oxley, Alta	632·00
1948	Arthur Norman	Springbank, Alta	240·00
1949	Matthew Daniel	Forest Farm, Assa	160·00
1950	W. O. Fowler	Skull Creek, Assa	320·00
1951	Thomas Johnson	Maple Creek, Assa	640·00
1954	James Mann	Skull Creek, Assa	960·00
1955	Henry Brier	Medicine Hat, Assa	623·00
1956	H. Bettis	Maple Creek, Assa	160·00
1957	D. C. Morrison	Cochrane, Alta	160·00
1958	C. W. Minue	Okotoks, Alta	160·00
1959	A. J. Shaw	Cochrane, Alta	320·00
1960	W. J. Horner	Medicine Hat, Assa	640·00
1961	Robert Milligan	Pine Lake, Alta	160·00
1962	C. W. Gaetz	Pine Lake, Alta	160·00
1963	Willard J. Thompson	Lineham, Alta	160·00
1964	D. Thorburn	Davisburg, Alta	640·00
1965	Donald McDonald	Okotoks, Alta	160·00
1966	D. H. McDougall	Millward, Alta	640·00
1967	Paul M. Bedt	Edenwold, Assa	960·00
1968	A. T. Giles	Calgary, Alta	270·00
1969	Alexander Shaw	Medicine Hat, Assa	320·00
1970	A. T. Mackie	Pembroke, Ont	30,325·00
1971	William Johnson	Lethbridge, Alta	320·00
1972	Andrew Hanson	Moose Jaw, Assa	160·00
1973	J. L. Hawk	Medicine Hat, Assa	160·00
1974	C. E. Furman	Grassy Lake, Alta	640·00
1975	R. W. Shafer	Maple Creek, Assa	1,280·00
1976	John Martin	Regina, Assa	960·00
1977	Arthur Collyns	Pekisko, Alta	320·00
1978	James Elliot	Coutts, Alta	1,929·00
1979	W. H. Winterbourne	Medicine Hat, Assa	480·00
1980	Frank D. Steed	Stirling, Alta	2,560·00
1981	A. Aird	Millarville, Alta	400·00
1982	Thomas Doyle	Maple Creek, Assa	1,760·00
1983	John G. Potts	Morley, Alta	480·00
1984	Swan Fredbjirnson	Sandy Bay, Man	136·00
1985	George Newbury	Coulee, Assa	480·00
1986	Thomas Bell	Medicine Hat, Assa	827·00
1987	Charles Spalding	High River, Alta	640·00
1988	A. C. Mounkes	Calgary, Alta	480·00
1989	Peter Junker	Balgonie, Assa	640·00
1990	James Browne	Tiree, Assa	212·00
1991	J. L. McDonald	Tumbell, Man	800·00
1992	P. E. Johanson	Theodore, Assa	160·00
1993	B. F. Bingham, G. M. Smith, G. Woodward	Stirling, Alta	6,720·00
1994	Edward Rogers	Whitlash, Montana, U.S.A.	1,280·00
1995	C. M. Rawlinson	Calgary, Alta	273·00
1996	J. A. Ross	Coulee, Assa	2,400·00
1997	Fred'k Parsonage	Coulee, Assa	480·00
1998	H. J. Kerr	Medicine Hat, Assa	320·00
1999	Dr. T. A. M. Hughes	Souris, Man	6,562·00
2001	Frank Steed	Stirling, Alta	960·00
2002	Frank O. Fowler	Wawanesa, Man	1,280·00
2003	Henry Hassett	Regina, Assa	640·00
2004	Daniel Morrison	Skull Creek, Assa	640·00
2005	Matts Frost	Macleod, Alta	160·00
2006	Charles Frost	Macleod, Alta	160·00
2007	C. E. Hall	Alexander, Man	60,000·00
2008	Andrew Frost	Macleod, Alta	160·00
2009	John A. Thatcher	Pueblo, Colorado, U.S.A.	65,440·00
2010	Hy. W. Cresswell	Lower Penasco, New Mexico, U.S.A.	65,760·00
2011	Messrs. Driggs Bros.	Grassy Lake, Alta	1,920·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
2012	Max. Donaldson	Grassy Lake, Alta	1,650 30
2013	C. W. Anderson	Medicine Hat, Assa	640 00
2014	Frank Grampien	Kissina, Assa	320 00
2015	A. C. Coppock	Calgary, Alta	640 00
2016	Frank P. Marshall	Macleod, Alta	160 00
2017	Thomas Drury	Qu'Appelle Station, Assa	640 00
2018	A. J. Day	Pueblo, California, U.S.A	65,760 00
2019	D. A. Richardson	Great Falls, Montana, U.S.A	10,880 00
2020	Edward Howell	Battleford, Sask	411 00
2021	John Ross	Minnedosa, Man	8,169 00
2022	Alex. Coulee	St. Laurent, Man	60 00
2023	D. McLean & Sons	Medicine Hat, Assa	6,400 00
2024	Charles Girard	Fletwode, Assa	160 00
2025	Henry Brayne	Nanton, Alta	320 00
2026	Joseph Caswell	Regina, Assa	160 00
2027	Thos. Fletcher	Calgary, Alta	160 00
2028	H. Raikes	Pine Lake, Alta	160 00
2029	Theo. Simpkinson	Grenfell, Assa	470 00
2030	Fred W. Craig	Maple Creek, Assa	160 00
2031	John M. Newberry	Moose Jaw, Assa	320 00
2032	Charles Lees	Maple Creek, Assa	800 00
2033	T. G. Wilson	Livingstone, Alta	320 00
2034	Joseph Oborn	Fair View, San Pete, Utah, U.S.A	9,600 00
2035	John T. Bertram	Maple Creek, Assa	320 00
2037	Chas. Calkins	Medicine Hat, Assa	2,560 00
2038	R. W. Bartlett	Macleod, Alberta	640 00
2039	Chas. J. Peterson	Calgary, Alta	320 00
2040	Messrs. Wood & Anderson	Maple Creek, Assa	320 00
2042	Thos. Stephenson	Walsh, Assa	640 00
2043	John Hemsworth	Whitewood, Assa	1,120 00
2044	John Copithorne	Jumping Pond, Alta	320 00
2045	Jas. McIntyre	Whitewood, Assa	320 00
2046	M. H. Herbert	Pine Lake, Alta	800 00
2047	Alex'der Shaw	Medicine Hat, Assa	640 00
2048	J. P. Jephson	Calgary, Alta	3,200 00
2050	Robt. Whittaker	Calgary, Alta	320 00
2052	Wm. Archibald	Poplar Grove, Assa	320 00
2053	John Jensen	Fair View, San Pete, Utah, U.S.A	4,480 00
2054	Malcolm Cameron	Woolchester, Assa	1,920 00
2055	J. C. H. Clarke	Skull Creek, Assa	480 00
2056	W. D. Shattuck	Davisburg, Alta	640 00
2057	John N. Brewster	Macleod, Alta	160 00
2058	S. Gardner	Lethbridge, Alta	1,920 00
2059	L. J. Tudge	Wapella, Assa	160 00
2060	John Coghlan	Kissina, Assa	160 00
2061	Henry A. Norton	Medicine Hat, Assa	160 00
2062	R. G. Armstrong	Graburn, Assa	1,600 00
2063	C. Blair	Maple Creek, Assa	1,280 00
2064	Martin Wagner	Edenwold, Assa	160 00
2065	Frank D. Steed	Lethbridge, Alta	640 00
2066	Thos. Edworthy	Calgary, Alta	48 00
2067	M. McBride	Moose Jaw, Assa	640 00
2068	P. R. Armstrong	Graburn, Assa	320 00
2069	W. H. Thompson	Grenfell, Assa	160 00
2070	Hon. C. A. Semlin	Cache Creek, B.C	1,160 00
2071	Daniel O'Hara	Ashcroft, B.C	2,383 00
2072	J. & R. Copithorne	Jumping Pond, Alta	640 00
2073	Mrs Helen Shaw	Calgary, Alta	160 00
2074	John A. Patterson	Calgary, Alta	160 00
2075	Messrs. P. Rochon & Co	Calgary, Alta	160 00
2076	W. G. Adams	Maple Creek, Assa	320 00
2077	Edward McKenzie	Sterling, Alta	5,527 00
2078	R. G. Corbett	Medicine Hat, Assa	1,760 00
2079	P. McKinnon	Riga, Man	320 00
2080	The Prince-Kerr Ranche Co., Ltd	Calgary, Alta, F. B. Brown, Secretary	9,280 00
2081	W. Rollins	Grenfell, Assa	160 00
2082	John I. Chipman	Magrath, Alta	5,760 00
2083	Leslie C. Fleming	Woolchester, Assa	640 00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
2084	Jos. M. Jeffers	Cascade, Cascade County, Montana, U.S.A	160·00
2085	Messrs. Cheeseman Bros	Maple Creek, Assa	800 00
2086	Robert Smith	Cochrane, Alta	160 00
2087	Ernest G. May	Calgary, Alta	480·00
2088	Thos. Spicer	Moose Jaw, Assa	653·00
2089	N. Wallwork	Lethbridge, Alta	1,793 00
2090	J. W. Taylor	Salt Lake City, Utah, U.S.A	46,915·00
2091	J. Craig	Calgary, Alta	160·00
2093	C. Nevile	Wapella, Assa	320·00
2094	J. Wilcox	Cardston, Alta	1,600·00
2095	G. W. Cox	Grassy Lake, Alta	1,920·00
2096	E. Brandson	Medicine Hat, Assa	1,280 00
2097	A. Gordon	Medicine Hat, Assa	960 00
2098	J. Harvey	Maple Creek, Assa	640.00
2099	S. H. Mayhood	Calgary, Alta	400 00
2100	J. M. Bratton	Macleod, Alta	640·00
2101	C. A. Lyndon	Lyndon, Alta	320 00
2102	H. J. Thompson	Lingham, Alta	160 00
2103	J. W. Crooks	Josephsburg, Assa	640·00
2104	A. W. Brooke	Moose Jaw, Assa	320 00
2105	G. W. Hassett	Maple Creek, Assa	480 00
2106	P. McKenzie	Earlewood, Assa	160 00
2107	J. J. Furman	Grassy Lake, Alta	1,280 00
2108	L. F. Mayhood	Calgary, Alta	160 00
2109	Paul & Penland	Medicine Hat, Assa	1,025·00
2110	Jno. Bremner	Calgary, Alta	480 00
2111	E. Gordon	Medicine Hat, Assa	1,280 00
2112	Romain Gervais	High River, Alta	480 00
2113	McPherson & Ramage	Wawota, Assa	320·00
2114	D. Kinnisburgh	Lethbridge, Alta	2,560·00
2115	J. T. Galloway	Estevan, Assa	320 00
2116	Love & Tanner Ranche Coy., Ltd	Maple Creek, Assa	1,760 00
2117	F. W. King	Stirling, Alta	640 00
2118	J. T. B. Bolton	Eagle Butte, Assa	320 00
2119	Wood & Anderson	Conlee, Assa	320 00
2120	E. Loder	Kananaskis, Alta	800 00
2122	E. J. Fewings	Medicine Hat, Assa	320 00
2123	Henry R. Dring	Wapella, Ass	320 00
2124	Walter F. Towers	Cochrane, Alta	640·00
2125	Thomas Johnson	Maple Creek, Assa	1,280 00
2126	Geo. M. Cannon	Salt Lake City, Utah, U.S.A	9,760 00
2127	Jas. O'McConnell	Calgary, Alta	640·00
2128	Robert Emerson	Calgary, Alta	640 00
2129	Messrs. Robinson & Trent Brothers	Walsh, Assa	14,720·00
2130	Charles W. Fisher	Cochrane, Alta	2,240·00
2131	A. T. Mackie	Pembroke, Ont	41,280·00
2132	A. C. Mounkes	Okotoks, Alta	160 00
2133	Joseph Speers	Macleod, Alta	160 00
2134	John Horning	Mariahill, Assa	160 00
2135	D. Gosling	Grassy Lake, Alta	640 00
2136	Duncan McArthur	Disley, Assa	160·00
2137	Caleb Bishop	Broadview, Assa	160·00
2138	George A. Adams	Maple Creek, Assa	480 00
2139	John Ennis	Grenfell, Assa	160 00
2140	James Ernest Coe	Lethbridge, Alta	132·00
2141	Thomas Cooney	Savona, B.C	3,847·00
2142	Thomas P. Nolan	Lethbridge, Alta	160·00
2143	J. R. Collings	Calgary, Alta	160·00
2144	Conrad Anderson	Calgary, Alta	320·00
2145	R. Robinson	Broadview, Assa	160 00
2146	Peter J. Nasland	Armour, South Dakota, U.S.A	160·00
2147	William Miller	Calgary, Alta	390 00
2148	James Armstrong	Whitewood, Assa	320·00
2149	David Trimble	Medicine Hat, Assa	320 00
2150	Thidrick Eyvindson	Wild Oak, Man	320 00
2151	F. D. Steed	Stirling, Alta	320·00
2152	Joseph Garick	Lethbridge, Alta	480·00
2153	Joseph McNab	Macleod, Alta	320 00

LESSEES of Grazing Lands—*Concluded.*

Ranche No.	Name.	Address.	Area in Acres.
2154	Pierre Rochon	Calgary, Alta.	204·00
2155	Alfred Avery	Medicine Hat, Assa.	90·00
2156	B. S. Loyd	Calgary, Alta.	320·00
2157	Oliver Mayberry	Medicine Hat, Assa	160·00
2162	Charles McCarthy	Raymond, Alta	43,200·00
2163	Thomas Stuart	Calgary, Alta.	480·00
2164	John Madge	Calgary, Alta.	320·00
2165	R. W. Begley	Calgary, Alta.	320·00
2166	Drowning Ford Ranche Coy.	Medicine Hat, Assa	452·00
2167	Parker A. Leigler	Coulee, Assa.	800·00
2169	H. W. Meyers	Maple Creek, Assa.	1,056·60
2170	T. W. Ross	Stirling, Alta	160·00
2171	J. T. Boulton	Eagle Butte, Assa.	640·00
2172	Gordon Ironsides & Fares Co., Ltd.	Winnipeg, Man.	39,402·75
2173	Everett Parsonage	Coulee, Assa	638·00
2174	F. Dunand	Golden Plain, Assa.	320·00
2175	O. Hitchcock	Moose Jaw, Assa	44,605·00
2176	John F. Day	Eagle Butte, Assa.	1,600·00
2177	Alex. Shaw	Medicine Hat, Assa.	640·00
2178	Christian Hubich	Edenwold, Assa.	320·00
2181	Frederick G. Ward	Wapella, Assa	480·00
2182	Cecil Rice-Jones	Graburn, Assa.	640·00
2183	Samuel J. Cooper	Maple Creek, Assa.	800·00
2184	R. C. Becker	Medicine Hat, Assa.	316·00
2185	James Mayberry	Medicine Hat, Assa.	156·00
2186	F. Parsonage	Coulee, Assa.	320·00
2187	John B. Wasesha	Whitlash, Montana, U.S.A.	21,920·00
2188	W. R. Campbell	Calgary, Alta.	320·00
2189	B. E. Sickler	Coutts, Alta	11,840·00
2194	James D. McGregor	Brandon, Man.	45,954·00
2195	Chas. E. Glennie	Maple Creek, Assa.	320·00
2196	Mrs. E. McLean & Mr. T. E. Thomas	Kamloops, B.C.	10,198·00
2198	John H. G. Bray	Medicine Hat, Assa.	320·00
		Total area	1,272,847·66

HAY.

The following statement shows the names of persons who hold leases of Dominion lands for hay purposes:—

Ranche No.	Name.	Address.	Acres.
450	J. Gilchrist	Castleavery, Man.	30·00
483	Wm. Thompson	Virden, Man.	20·00
1023	J. W. Thoroughgood	Moose Jaw, Assa	40·00
1035	John A. Brooks	Tumbell, Man.	40·00
1043	F. C. Hawkins	Moose Jaw, Assa.	12·00
1083	A. McKeown	Caron, Assa.	40·00
1087	C. V. Carlson	Scandinavia, Man.	37·00
1288	J. F. McVey	Tamarisk, Man	40·00
1437	K. S. Gudmundsson	Gimli, Man.	12·00
1953	W. C. Paynter	Tantallon, Assa.	40·00
2092	R. Oldenburg	Lethbridge, Alta.	40·00
		Total area	351·00

The following is a statement of the office work performed from July 1, 1901, to June 30, 1902 :—

	Number.
Letters sent	27,571
Pages of memoranda and schedules	6,755
Plans and sketches prepared	475
Timber—	
Berths applied for	278
Berths granted	77
Berths cancelled	45
Licenses for timber berths prepared (in duplicate)	398
Instructions issued for survey of timber berths	21
Returns of surveys of timber berths examined	18
Returns of saw-mills received and verified	482
Permits to cut timber issued by agents also entered and checked	6,701
Accounts kept posted	476
Timber seizures entered and checked	350
Grazing—	
Applications for grazing lands received	761
Leases of grazing lands authorized to be issued	313
Leases of grazing lands issued	269
Applications for hay lands	33
Accounts kept posted—Grazing	908
Accounts kept posted—Hay	11
Hay permit forms used by the Dominion lands agents, also entered and checked over at this office	3,203
Mining—	
Accounts kept posted	1,451
Applications for coal locations received	978
Returns of survey hydraulic mining locations examined	15
Applications for mining locations other than coal	71
New entries and renewals for mining locations granted in Manitoba and North-west	47
New entries and renewals for mining locations granted in Yukon Territory	13,239
Applications for petroleum	51
Water power	8
Bed-rock flumes	3
Applications for hydraulic mining locations	24
Applications for gold dredging	23
Hydraulic mining leases prepared	20
Gold dredging leases prepared	11

Irrigation—

	Number.
Applications *re* irrigation recorded	9
Memorials examined	47
Plans examined	38
Authorizations for construction of ditches issued	10
Assiguments of irrigation applications examined and recorded	7
Certificates issued by inspector, examined and recorded	23
Cancellation of irrigation applications issued and recorded	15
Irrigatiou licenses issued (in triplicate)	30
Drafts of patent for free right of way across Dominion and school lands prepared	6

Miscellaneous—

Applications to purchase or lease land in the Yukon Territory received and dealt with during the course of the year	101
Applications to lease lands in the Yukon Territory for agricultural purposes	16
Applications for water frontage	18
Leases for agricultural lands issued	20
Leases for hay lands issued	1
Leases for water frontage issued	25
Leases of lands for church purposes issued	4
Leases for miscellaneous purposes issued	3

G. U. RYLEY,

Chief Clerk.

2-3 EDWARD VII., A. 1903

DOMINION LANDS REVENUE

A.—Statement of Receipts on account of Timber, Grazing, Hay,

Month.	Timber Dues.	Grazing Lands.		Hay Lands.	Coal.
		Cash.	Scrip.		
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	17,577 33	347 12	277 23	2,963 21	181 65
August	15,815 77	386 12	345 18	770 25	70 00
September	27,984 61	339 87	407 66	187 20	125 00
October	14,714 13	339 45	1,453 28	86 30	52 20
November	7,044 25	332 11	323 97	58 90	63 30
December	17,581 27	492 83	497 96	9 30	69 15
1902.					
January	13,243 00	2,101 72	1,213 99	5 96	127 47
February	10,380 63	553 17	546 47	0 90	63 45
March	13,621 75	1,027 69	894 79	19 30	46 80
April	26,917 16	416 19	600 73	354 80	26 10
May	19,533 95	569 79	935 75	359 60	35 40
June	23,377 05	386 40	912 26	614 90	64 80
	207,790 90	7,292 46	8,409 27	5,430 56	925 32

Timber and Mines Branch,
Ottawa, August 20, 1902.

SESSIONAL PAPER No. 25

(YUKON REVENUE INCLUDED).

Mineral and Irrigation for the fiscal year 1901–1902.

Irrigation.	Dredging, N.W.T.	Mining fees.	Hydraulic, Yukon.	Dredging, Yukon.	Free Miner's Certificates.	Royalty and Tax on Gold.	Rent of Water Power.	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	.....	22,111 25	295 59	150 00	12,426 50	66,248 11	....	122,577 99
10 00	....	33,229 62	320 22	955 00	8,971 00	56,043 18	.. ..	116,916 34
.....	.....	29,010 75	1,200 00	.....	10,995 00	66,395 24	.....	136,635 33
20 00	1,070 00	21,382 75	5,665 91	.....	11,977 00	32,624 03	....	89,385 05
30 00	.....	15,880 75	1,960 00	.. ...	7,659 00	14,744 04	....	48,096 32
10 00	64 85	18,538 75	300 00	. .....	6,187 00	146 63	9 80	43,907 54
20 00	100 00	16,431 50	1,050 00	.. ..	6,463 00	481 67	.....	46,238 25
10 00	350 00	14,577 00	3,760 97	100 00	5,895 00	.....	13 80	36,237 59
20 00	1,129 25	19,479 75	3,378 29	2,600 00	8,861 00	1,960 47	....	52,992 89
40 00	350 00	26,431 37	824 21	400 00	13,551 13	1,104 61	....	71,026 30
60 00	....	19,776 61	825 00	150 00	14,338 39	3,030 83	....	59,615 32
.....	50 00	20,084 00	2 21	. .....	11,038 00	88,753 23	... .	145,282 85
220 00	3,114 10	256,934 10	19,582 40	4,355 00	111,312 02	331,532 04	23 60	963,921 77

REVENUE ON ACCOUNT THE YUKON TERRITORY.

B.—Statement of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Royalty on Gold and Mining Fees for the fiscal year 1901-1902.

Month.	Timber Dues.	Grazing.	Hay.	Mining Fees.	Hydraulic.	Dredging.	Free Miners' Certificates.	Royalty and Export Tax on Gold.	Amount.
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	4,122 40		992 50	22,073 75	295 59	150 00	12,426 50	66,248 11	106,308 85
August	6,610 98		401 50	33,209 62	320 22	950 00	8,971 00	56,043 18	106,511 50
September	5,869 71	91 95	172 50	28,995 75	1,200 00		10,995 00	66,395 24	113,720 15
October	1,867 11		75 50	21,300 25	5,665 91		11,977 00	32,624 03	73,509 80
November	2,583 91		38 00	15,700 75	1,960 00		7,659 00	14,744 04	42,685 70
December	3,462 93			18,518 75	300 00		6,187 00	146 63	28,615 31
1902.									
January	307 13			16,296 50	1,050 00		6,463 00	481 67	24,598 30
February	1,499 21			14,556 75	3,760 97	100 00	5,895 00		25,811 93
March	2,629 03			19,432 00	3,378 29	2,600 00	8,801 00	1,950 47	38,800 79
April	3,019 79			26,383 87	824 21	400 00	13,561 13	1,104 61	45,293 61
May	4,539 95		132 00	19,744 11	825 00	150 00	14,338 39	3,030 83	42,760 28
June	5,940 14		166 50	20,044 00	2 21		11,038 00	88,753 23	125,944 08
	42,452 29	91 95	1,978 50	256,256 10	19,582 40	4,355 00	118,312 02	331,532 04	774,560 30

Timber and Mines Branch, September 21, 1902.

REVENUE ON ACCOUNT THE YUKON TERRITORY.

C.—Statement of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Royalty on Gold and Mining Fees for each fiscal year from July 1, 1894, to June 30, 1902.

Revenue from	1894-1895.	1895-1896.	1896-1897.	1897-1898.	1898-1899.	1899-1900.	1900-1901.	1901-1902.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Timber Dues				43,911 71	54,097 64	35,468 46	74,893 80	42,452 29	250,823 90
Grazing Lands						100 00	51 20	91 95	243 15
Hay Lands				29 50	1,733 50	7,596 75	4,057 42	1,978 50	15,395 67

Gold Dredging Leases				132,505 50	3,500 00	1,000 00	2,650 00	4,355 00	144,010 50
Hydraulic Mining Leases				500 00	8,525 00	6,868 15	11,412 32	19,582 40	46,887 87
Royalty on Gold				287,423 55	575,812 79	733,041 04	596,368 03	331,532 04	2,524,177 45
Mining Fees—									
Grants—Placer			1,140 00	108,396 00	179,115 00	20,240 00	79,358 00	63,070 00	451,619 00
Renewals				33,524 94	64,980 10	62,280 00	49,905 00	75,345 00	286,035 04
Relocations					17,625 00	11,070 00	45,137 00	35,660 00	109,492 00
Grants—Quartz	5 00	22 00	60 00	243 00	3,270 00	4,585 00	6,260 00	5,890 00	20,335 00
Certificate of Work					115 00	3,416 50	7,651 00	12,040 50	23,223 00
Assignments				3,060 00	23,419 00	12,644 50	11,531 00	10,273 00	60,927 50
Abstracts					3,750 95	5,551 00	2,739 25	1,455 00	13,496 20
Abandonments					205 00				205 00
Bed Rock Flumes					1,400 00				1,400 00
Certificate of Partnership				30 00	2 50	291 50	681 50	1,074 50	2,080 00
Bond Fees			20 00		780 00	620 00			1,420 00
Forfeited Fees							9,518 00	2,695 00	12,213 00
Lay Overs					507 50				507 50
Payments in lieu of assessment work					100 00	7,600 00	28,409 40	21,650 00	57,759 40
Payments in lieu of assessment work with Penalty						3,000 00	10,500 00		13,500 00
Registration of Documents				633 00	7,935 60	8,032 50	7,343 40	15,375 00	36,319 50
Water Rights					160 00	762 50	550 00	390 00	1,862 50
Sale of Govt. Reserve on Dominion Creek						13,593 20	1,056 00	52 87	14,702 07
Sale of Government Claims						150 00	87,241 50	111 87	87,503 37
Infringements						525 00			525 00
Changing the name of a Claim						25 00	60 00	90 00	175 00
Inspectors' Certificates							30 00	240 00	270 00
Court Fees							686 75	3,124 25	3,811 00
Certificates of Improvements								7 50	7 50
Advance Deposit Account								12,449 75	12,449 75
Over Deposit							0 50		0 50
Unclassified								1,603 86	1,603 86
	5 00	22 00	1,220 00	610,257 20	947,334 58	938,461 10	1,038,091 07	659,590 28	4,194,981 23
Less Mining Fees misappropriated, $3,284, and Fees transferred to Patents Branch, $58								3,342 00	3,342 00
	5 00	22 00	1,220 00	610,257 20	947,334 58	938,461 10	1,038,091 07	656,248 28	4,191,639 00
Free Miner's Certificates									714,480 84
Grand total									4,906,119 84

YUKON REVENUE.

D. STATEMENT showing the total Gold production, the total exemption, the total amount upon which royalty was collected, and the amount of royalty paid, as shown by returns from the several Agencies, for each fiscal year from May 1, 1898, to June 30, 1902.

Agency.	Gold Production.	Exemption.	Subject to Royalty.	Royalty collected.	Infringement.	Total Royalty.
1897 1898.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Grand Forks	2,884,576 70	302,500 00	2,582,076 70	258,207 67	.....	258,207 67
Canadian Bank of Commerce	153,906 50	23,945 00	129,961 50	12,996 15	.....	12,996 15
Dawson	34,290 00	13,400 00	20,890 00	2,089 00	.....	2,089 00
Totals for the year	3,072,773 20	339,845 00	2,732,928 20	273,292 82	.....	273,292 82
1898 1899.						
Grand Forks	5,501,969 65	1,062,151 00	4,439,818 65	443,981 65	.....	443,981 65
Canadian Bank of Commerce	485,429 15	123 500 00	361,929 15	36,192 91	.....	36,192 91
Dawson	347,781 30	7,500 00	340,281 30	34,028 13	1,301 24	35,329 37
Dominion Creek	806,012 36	314,590 81	491,421 55	49,142 15	379 91	49,522 06
Hunker Creek	441,090 56	191,915 21	249,175 35	24,917 53	.....	24,917 53
Totals for the year	7,582,283 02	1,699,657 02	5,882,626 00	588,262 37	1,681 15	589,943 52
1899 1900.						
Grand Forks	4,391,439 32	1,146,814 42	3,244,624 90	324,462 49	.....	324,462 49
Canadian Bank of Commerce	1,739,955 98	277,407 78	1,462,547 90	146,251 79	.....	146,254 79
Dawson	625,042 92	67,083 42	557,959 50	55,795 95	2,269 05	58,065 00
Dominion Creek	1,360,448 54	412,957 84	947,490 70	94,749 06	.....	94,749 06
Hunker Creek	740,005 36	338,866 36	401,139 00	40,113 90	.....	40,113 90
Bank of British North America	500 00	.....	500 00	50 00	.....	50 00
Sulphur Creek	358,282 86	155,194 36	203,088 50	20,308 85	.....	20,308 85
Gold Run	593,789 96	103,420 46	490,369 50	49,036 95	.....	49,036 95
Totals for the year	9,809,464 64	2,501,744 64	7,307,720 00	730,771 99	2,269 05	733,041 04

1900 1901.						
Grand Forks	5,945,798 86	1,033,599 98	4,914,304 88	392,326 86		392,326 86
Dawson	574,286 07	141,666 66	432,619 41	39,249 79	3,707 05	42,956 84
Dominion Creek	933,051 60	257,499 98	675,551 62	57,414 26		57,414 26
Hunker Creek	786,490 33	258,900 00	527,590 33	42,671 53		42,671 53
Sulphur Creek	393,004 37	115,000 00	278,004 37	24,337 88		24,337 88
Gold Run	517,041 10	117,500 00	399,541 10	35,814 22		35,814 22
Hootalinqua	10,518 59	2,500 00	8,018 59	801 85		801 85
Eureka	1,891 87	1,000 00	891 87	44 59		44 59
Totals for the year	9,162,082 79	1,927,666 62	7,236,522 17	592,660 98	3,707 05	596,368 03
1901 1902.						
Grand Forks	3,062,977 87	441,166 66	2,621,810 71	131,087 03		131,087 03
Dawson	4,069,114 52	60,000 00	4,009,114 52	113,426 84	95 25	113,522 09
Dominion Creek	732,788 85	219,999 32	512,789 53	25,748 35		25,748 35
Hunker Creek	836,388 49	307,948 66	528,439 83	26,420 80		26,420 80
Sulphur Creek	239,533 98	85,000 00	154,533 98	7,726 73		7,726 73
Gold Run	581,184 00	65,000 00	516,184 00	25,809 42		25,809 42
Eureka	20,533 31	15,000 00	5,533 31	276 62		276 62
White Horse	6,840 00		6,840 00	342 00		342 00
Forty Mile Creek	16,980 00	5,000 00	11,980 00	599 00		599 00
Totals for the year	9,566,340 52	1,199,114 64	8,367,225 88	331,436 79	95 25	331,532 04

YUKON REVENUE.

E.—STATEMENT showing the Revenue collected on Free Miner's Certificates issued at the following places in Great Britain and the Dominion of Canada, during the years 1898 to June 30, 1902.

Agency.	1897-1898.	1898-1899.	1899-1900.	1900-1901.	1901-1902.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Agent of Dominion Lands:—						
Brandon, Man		10 00	30 00			40 00
Calgary, Alta	650 00	100 00	260 00	215 00	150 00	1,375 00
Dauphin, Man		10 00				10 00
Edmonton	8,394 00	490 00	1,000 00	213 00	92 00	10,189 00
Kamloops, B.C	50 00	20 00	10 00	10 00		90 00
Lethbridge, Alta			10 00	30 00	390 00	430 00
New Westminster, B.C	130 00		30 00		35 00	195 00
Prince Albert, Sask	710 00	10 00	10 00		20 00	750 00
Winnipeg, Man	570 00	900 00	320 00	280 00	385 00	2,455 00
Agencies within the Yukon:—						
Dawson		169,152 00	79,526 00	76,260 00	63,395 00	388,333 00
Dalton Trail		710 00	300 00	30 00	1,330 00	2,370 00
Dominion Creek		3,950 00	8,284 00	7,219 00	8,580 00	28,033 00
Fort Cudahy		350 00	1,140 00	140 00		1,630 00
Grand Forks		27,502 00	18,298 00	18,893 00	16,766 00	81,459 00
Gold Run			170 00	4,367 00	5,752 00	10,289 00
Hunker Creek			3,850 00	5,216 00	5,954 00	15,020 00
Hootalinqua			90 00	930 00	1,495 00	2,515 00
Lake Bennett	7,904 00	80 00				7,984 00
McQuestion		102 00	10 00			112 00
Selkirk			1,952 00	405 00	625 00	2,982 00
Stewart River		5,734 00	1,512 00	1,919 00	2,970 00	12,135 00
Sulphur Creek			610 00	1,984 00	2,180 00	4,774 00
Tagish (Wood)		2,416 00				2,416 00
Tagish (Miller)		642 00	4,646 00	2,600 00	3,069 00	10,957 00
Tagish Lake		9,246 00				9,246 00
Forty Mile				600 00	1,262 50	1,862 50
Upper Stewart River				130 00		130 00
Clear Creek					783 00	783 00
Collectors of Customs:—						
Ashcroft, B.C	410 00					410 00
Atlin, B.C		1,000 00	760 00	750 00		2,510 00
Glenora, B.C	410 00	600 00				1,010 00
Montreal, Que	840 00	170 00	70 00	30 00	20 00	1,130 00
Nanaimo, B.C	4,292 00					4,292 00
Rossland, B.C	20 00					20 00
Toronto, Ont	270 00					270 00
Vancouver, B.C	30,480 00	1,340 00	610 00	280 00	167 00	32,881 00
Victoria, B.C	58,910 00	1,528 00	520 00	370 00	320 00	61,648 00
Ottawa, Department of the Interior	1,890 00	822 00	2,192 00	2,495 00	2,380 00	9,779 00
Rat Portage, P. H. Austin		340 00	380 00	300 00	60 00	1,080 00
London, The High Commissioner	29 98	120 00	119 80	195 00	20 07	484 85
Liverpool, The Immigration Agent	219 93					219 93
Glasgow, The Immigration Agent	59 98	10 13			111 45	181 56
Total	116,243 89	227,354 13	126,709 80	125,861 00	118,312 02	714,480 84

No. 19.

REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
WINNIPEG, MANITOBA, September 8, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit the following report upon the operations of the Winnipeg Crown Timber Agency during the twelve months ended June 30 last ; also such other information relative to the lumber and fuel trade within the district as it is thought will be found useful and of interest.

From careful compilation it is found that the following quantity of lumber was disposed of, principally in Manitoba, during the year, the sales having been effected by the following manufacturers :—

	Feet, B.M.
The Rat Portage Lumber Company, Rat Portage.....	60,000,000
The Keewatin Lumber Company, Keewatin....	20,000,000
The Savanne Mills Lumber Company, Savanne	5,000,000
The Pigeon River Mills Lumber Company, Port Arthur.	10,000,000
Vigars & Co. Mills, Port Arthur..	4,000,000
Wabigoon Lumber Company, Wabigoon..	2,500,000
Mills in British Columbia..	20,000,000
Mills in Manitoba operating on Crown lands under license....	22,784,783
Mills in Manitoba operating on Crown lands under permit (approx)....	5,000,000
Mill in Manitoba, cut on homesteaders' free permits (approx).....	3,000,000
Sawn lumber imported from the United States.....	13,228,000
Total..	165,512,783

For a considerable number of years past the mills at Rat Portage have cut largely of logs brought down the Rainy river from the State of Minnesota. Owing to the growing demand for lumber in that state and the Dakotas, and to the fact that timber there which is tributary to our waters is becoming scarce, the importation of round timber has greatly fallen off in the last two years. The quantity brought in during the present year was about 20,000,000 feet B.M.

Through the courtesy of the officers of the Department of Customs, I am able to give the quantity of sawn lumber dutiable, and of the free class, imported during the

year to the province :—13,228,000 feet, which figures show a slight falling off compared with importations of last year, which amounted to 15,835,000 feet.

This lumber comprised, oak, ash, cherry and mahogany, for use of manufacturers of furniture and for fine interior finishings, but consisted principally of red and white pine, as will be observed from the following figures :—

	Feet, B.M.
Cherry, whitewood, &c.	15,000
Mahogany	4,000
Oak	682,000
Pitch pine	93,000
White ash	33,000
Pine, hewn and sawed	49,000
Pine, sawed boards and dimension timber	11,039,000
Pine clapboards	10,000
Pine, sawed boards, tongued and grooved	1,285,000
Pine, lumber and timber manufactured	18,000
Total free and dutiable	13,228,000

Small importations of shingles are still made, but these are gradually falling off. The cedar shingle manufactured in British Columbia is now largely taking the place of all other kinds.

The importation in	1902,	amounted to	1,842,000
"	1901	"	3,357,000
"	1900	"	10,235,000

The demand for building material of all kinds has been extremely active during the year, which has caused prices all round to increase.

Spruce lumber sold wholesale at from $15 to $22 per M. ft., and pine and cedar from $18 to $45, according to quality and finish; lath, $3.75 to $4, and British Columbia shingles, $2.65 to $3.15.

The lumber manufactured at mills operating under government licenses is for the most part retailed at the mill. As stated before, the sales for the year were 22,784,783 feet. For many years past these figures have remained about the same. While not to the same extent as formerly a factor in regulating the selling price of imported lumber, it still has an influence in that direction. Where it is chiefly felt is at points where local mills are operated. The low rate of dues charged by the government enables manufacturers to undersell the imported article to the advantage of the purchasing settler. Comparing prices for lumber and building material in Manitoba at the present time, with those for the same kind and quality in the bordering states, they are considerably lower.

FUEL.

The following figures represent approximately the amount of coal sold in the district during the year :—

	Tons.
American anthracite	39,500
American bituminous	5,000
Canadian anthracite	500
Canadian bituminous (Galt)	18,000
Canadian lignite (Souris)	50,000

The demand for our native coal is rapidly growing ; that from the fields at Souris is now being used in the homes of hundreds of families in the cities and on the farm, who find it a cheaper and more satisfactory fuel than wood. I predict a very large demand for this coal in the near future.

The price at which coal sold on the car during the year is as follows :—

	Per Ton.
American anthracite	$ 10 00
American bituminous	7 25
Canadian anthracite	9 50
Canadian bituminous	7 00
Canadian lignite (Souris) at Winnipeg	3 50
Canadian lignite (Souris) at Brandon	3 20
Canadian lignite (Souris) at Regina	3 30

The prices were about the same as in the preceding year, excepting for American anthracite, which was 50 cents per ton higher.

As nearly as can be ascertained the quantity of wood sold on the Winnipeg market during the year amounted to 120,000 cords, of which quantity only 4,030 cords came in from the United States.

The following prices were obtained, viz. :—

Poplar, car lots at Winnipeg	$ 2 60 to	$ 2 90
Tamarack, car lots at Winnipeg	3 75 to	4 25
Spruce, car lots at Winnipeg	2 60 to	3 00
Jackpine, car lots at Winnipeg	3 40 to	3 75
Oak, car lots at Winnipeg	4 00 to	4 40

Owing to the scarcity of snow last winter a large quantity of cordwood could not be got out and had to be left where cut. There was a shortage on this account, which caused a slight increase in the selling price.

FOREST FIRES.

No damage to the timber of any importance occurred through fire during the year. This was due to the wet spring and fall, and to the efforts put forth by the guardian service inaugurated by the Forestry Branch of the department.

MINING.

The prospecting for gold still continues to be carried on in south-eastern Manitoba. Twenty-one new claims were recorded at the office during the year, and a large number of renewals have been granted for old claims which are being developed.

There have been some very rich specimens of gold bearing rock taken from this district, and many of the claims give good promise and will no doubt be worked when capital can be obtained for the purpose.

STONE, GYPSUM AND CEMENT.

The largely increasing demand for these commodities has given a decided impetus to trade in the native product.

The stone quarries at Stony Mountain, Tyndall and Selkirk are being worked to their fullest extent in supplying the building trade in Winnipeg and other points in Manitoba.

The Manitoba Union Mining Company (Limited), of Winnipeg, have greatly increased their output of plaster of paris and cement during the year. The native article sells at a price considerable under that imported and is now being extensively used by our builders.

The plaster of paris manufactured from the gypsum quarries at Lake St. Martin, is of the finest quality and is used in high class work.

ROUTINE WORK.

The work in the office is steadily increasing in volume, and during the year it was found necessary to make additions to the staff.

Owing to my inspection duties taking me so much away from the office, it was deemed advisable to advance Mr. A. F. Crowe, of the staff, to the position of assistant agent, and to make him responsible in a large measure for carrying on the work of the office.

The revenue collected during the year, exclusive of payments made direct to head office, amounted to $46,745.90, as shown in Schedule 'A' appended.

Respectfully submitted,

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands, Collected at the Winnipeg Agency, for the Fiscal Year ended June 30, 1902.

Month.	Bonus.	Timber Dues.					Grazing Lands.		Hay Lands.		Mining Fees and Royalty.	Totals.
		Ground Rents.	Royalty.	Permits.	Seizures.	School Lands.	Dominion Lands.	School Lands.	Dominion Lands.	School Lands.		
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July		546 17	1,094 26	1,420 10	128 39		4 45		161 40	334 60	47 50	3,736 87
August		1,678 22	829 34	3,618 29	87 50	11 70			54 05	64 00		6,343 10
September		404 49	372 68	234 85	47 00				1 70	7 20	22 50	1,090 42
October		375 04	1,731 93	1,770 25	136 75				0 10	1 00	102 50	4,167 57
November		250 00		1,120 33	216 00	7 75			3 00		145 00	1,742 08
December		185 38	624 47	1,799 96	151 75	136 75	4 84	19 20	0 50	9 20	5 00	2,937 05
1902.												
January		3 77	2,875 08	1,698 34	62 50	36 00	4 45	9 60		4 40	20 00	4,714 14
February			62 61	876 94	66 30	1 50			0 20	2 20	30 25	1,040 00
March		320 79	735 07	2,153 05	427 75	75 50			1 80	2 70	42 75	3,759 41
April		1,146 40	1,101 12	2,136 00	67 16	21 43		16 80	67 60	365 70	7 50	4,929 71
May		889 79	183 13	259 01	29 05	0 25	1 60	9 60	23 90	65 50	12 50	1,474 33
June		404 83	904 88	1,628 98	7,343 13	5 50		47 20	51 80	277 40	147 50	10,811 22
Totals.		6,204 88	10,564 57	18,716 10	8,763 28	296 38	15 34	102 40	366 05	1,133 90	583 00	46,745 90

Payments made direct to Head Office, on account of the Agency, have not been included in this statement.

E. F. STEPHENSON,
Crown Timber Agent.

WINNIPEG, July 1, 1902.

SCHEDULE

SHOWING the Saw Mills in the Province of Manitoba operating under Gov-

Name.	Situation of Mill.	Kind of Power	Location of Limit.	Lumber Manufactured.	Lumber sold from quantity manufactured and from that on hand from previous year.	Lumber on Hand.
Peter McArthur	Lake Winnipegosis	Steam	Lake Winnipegosis	1,252,142	2,200,776	424,707
Wm. Robinson	Selkirk	"	Lake Winnipeg	2,799,826	3,169,826	720,000
James Drake	Bad Throat River	"	Bad Throat River	695,796	105,796	625,000
John Hanbury	Brandon	"	Duck Mountain	4,406,204	5,202,140	1,364,700
Dauphin Lumber Co.	Riding Mountain	"	Riding Mountain	72,505	199,116	
Kristjan Finnson	Icelandic River	"	Icelandic River	11,175	81,175	
J. D. McArthur	Lac du Bonnet	"	Lac du Bonnet	2,228,057	1,247,000	981,057
Thomas & Co.	Tp. 18, R 3, East	"	Tp. 18, R. 3, East	103,617	81,962	21,655
Joseph T. Thomas	" "	"	" "	18,848	134,500	13,348
Stewart Thomas	" "	"	" "			
G. B. Housser	Riding Mountain	"	Riding Mountain	1,276,278	676,278	600,000
A. L. Wells	Washow Bay	"	Washow Bay	543,649	750,724	
Wm. Peden	Rossburn	"	Riding Mountain	178,980	83,980	95,000
Thomas Fulton	Tp. 38. R. 5, W. 2nd	"	Tp. 38, R. 5, W. 2nd		112,639	97,202
Shaw Bros.	Riding Mountain	"	Riding Mountain	1,118,565	664,870	1,552,866
D. E. Sprague	Winnipeg	"	Rossean River	4,667,769	4,526,580	1,090,278
D. H. Harrison	Ochre River	"	Riding Mountain	594,260	465,986	609,792
Theo. A. Burrows	Garland	"	Pine River		98,772	32,566
Lac du Bonnet Co.	Lac du Bonnet	"	Lac du Bonnet	53,333	393,333	
J. H. McClure	Tp. 19. R. 2, E	"	Tp. 19, R. 2, East	289,000	178,000	147,000
Hooker & Co.	Pt. Grand Maraisè	"	Pte. Grand Maraisè.	50,000	50,000	
Wm. & M. Ritchie	Ochre River	"	Ochre River	180,000	180,000	
Mackenzie, Mann & Co	Fisher's Siding	"	Sinclair River	3,550,865	2,181,330	2,119,535
R. C. Dowson	Tps. 25&26, R. 26, W. 1.	"	Tps. 25& 26, R. 26, W. 1	200,000		200,000
				24,290,869	22,784,783	10,694,706

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B.

ernment License, for the year between June 30, 1901, and June 30, 1902.

Shingles Manufactured.	Shingles sold from quan. mfd. and from that on hand from prev. year.	Shingles on hand.	Lath Manufactured.	Lath sold from quan. on hand and from that mfd. during the year.	Lath on hand.	R'y ties manufactured.	R'y ties sold.	Piling manufactured	Piling sold.	Last Return.	Remarks.
								Lin. ft	Lin. ft	1902.	
16,000	20,750		103,400	128,600						June 30,	
								5,011	5,011	"	3,811 railway ties on hand from previous year.
214,250	131,250	83,000								"	
										"	
										"	
										"	
						30,386	30,386	8,895	8,895	"	
95,525	95,525									"	
27,000	27,000									"	
10,000	10,000									"	
										"	
										"	
										"	
										"	
337,000	365,000	202,250	89,050	83,850	13,750					"	
						528	528			"	
44,000	31,000	14,000						6,000	2,434	"	The 6,000 Lin. ft. piling were on hand from prev. year. 3,566 ft. still on hand.
										"	
										"	
										"	
										"	The 243,000 ft. B.M. on hand last year were transferred to Mr. Sprague, and therefore included in his returns this year.
								1,000	1,000	"	
			82,900	82,900		232,783	232,783	62,678	62,678	"	201,501 r'y ties cut under permits and 31,282 on berth 823 The 62,678 lin. ft. piling were cut under permits, as well as 1,601,543 ft. B. M. of the total quantity of lumber.
										"	
743,775	680,525	299,250	275,350	295,350	13,750	263,697	263,697	83,584	80,018		

E. F. STEPHENSON,
Crown Timber Agent.

No. 20.

REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
PRINCE ALBERT, SASKATCHEWAN, July 16, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to inclose herewith the following statements for the year ending June 30, 1902.

Schedule 'A.'—Statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B.'—Statement showing saw-mills operating under government license.

Schedule 'C.'—Statement showing general official work during the year.

The output of the mills is steadily increasing, and is now entirely consumed by local demand.

Your obedient servant,

J. W. HANNON,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands at the Crown Timber Office, Prince Albert, for the twelve months ending June 30, 1902.

Month.	Dominion Lands.	School Lands.	Total.
1901.	$ cts.	$ cts.	$ cts.
July	928 16	16 20	944 36
August	36 75	0 40	37 15
September	1,853 29		1,853 29
October	1,101 64		1,101 64
November	24 25		24 25
December	438 30	12 80	451 10
1902.			
January	185 88	3 50	189 38
February	183 75		183 75
March	787 30		787 30
April	2,766 92	40 60	2,807 52
May	118 28	15 50	133 78
June	642 43	5 00	647 43
Total	9,066 95	94 00	9,160 95
Revenue collected at Head office	3,315 21		3,315 21
Totals	12,382 16	94 00	12,476 16

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 10, 1902.

J. W. HANNON,
Crown Timber Agent.

SCHEDULE B.

STATEMENT showing Saw-mills in the Prince Albert district operating under Government License, during the year ending June 30, 1902.

Name of Owner.	Horse power.	Capacity per 12 hours.	Commenced operations.	Description of timber.	Kind of power.	Logs, where cut.	Quantity of lumber manufactured during the year.	Quantity of lumber sold during the year.	Quantity of shingles manufactured during the year.	Quantity of shingles sold during the year.	Quantity of lath manufactured during the year.	Quantity of lath sold during the year.	Date of last return.
							Feet.	Feet.	M.	M.			
Jas. Sanderson.....	120	30,000	1890	Spruce, jackpine, tamarac and poplar.	Steam..	Limits north of Sturgeon Lake.	1,921,388	1,991,307	450½	429	.....	.....	June 30, 1902.
Wm. Cowan & Co.....	140	32,000	1890	" ..	" ..	Limits up Little Red River.	2,038,533	3,187,412	296	378¾	.....	.....	" "
J. W. Shannon & Co...	35	14,000	1899	" ..	" ..	Limits, Berth No. 848...	909,660	1,044,242	....	.....	.....	.....	" "
							4,869,581	6,222,961	746,666	807,750	.....	... .	

J. W. HANNON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 10, 1902.

SCHEDULE 'C.'

GENERAL return of the Crown Timber Office, Prince Albert, for the year ending June 30, 1902.

Timber permits issued	434
Hay permits issued	40
Timber seizures	16
Free miners' certificates issued	2
Mill returns received	12

J. W. HANNON,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 10, 1902.

No. 21.

REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

Department of the Interior,
Dominion Lands Office,
Edmonton, Alberta, August 20, 1902.

The Commissioner of Dominion Lands,
Ottawa.

Sir,—I have the honour to inclose herewith Schedules 'A' and 'B' relating to the work of the Timber and Mines Branch of this Agency, for the year ending June 30 last.

The revenue collected at this office, including payments made at the head office, was $8,998.85, being about double that of the preceding year.

Your obedient servant,

A. G. HARRISON,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining at the Edmonton Office, for the twelve months ending June 30, 1902.

Month.	Dominion Lands.	School Lands.	Total.
1901.	$ cts.	$ cts.	$ cts.
July	359 75	21 50	
August	101 90	10 50	
September	56 80		
October	1,495 80		
November	192 00	2 75	
December	119 25		
1902.			
January	1,582 39	45 00	
February	918 30	21 60	
March	586 15		
April	380 91	98 68	
May	295 21	47 25	
June	217 39	458 00	
Total	6,305 85	705 28	
Head Office	1,987 72		
Totals	8,293 57	705 28	
Grand total			8,998 85

CERTIFIED CORRECT,

A. G. HARRISON,
Crown Timber Agent.

SCHEDULE B.

RETURN of Saw-mills operating in Edmonton Crown Timber Agency under Government License during the year ending June 30, 1902.

Name of Owner or Assignee.	Where situated.	Kind of power.	No. of horse power.	Operation begun.	Logs cut on Limit No.	Lumber manufactured in period, B. M.	Lumber sold in period, B. M.	Date of last return.	Kind of timber.	No. of returns made.
								1902.		
D. R. Fraser & Co.	Edmonton	Steam	100	1899	788	Nil.	Nil.	June 30.		13
John Walter	Strathcona	"	120	1900	881	169,220	50,001	" 30	Spruce	7
"	"	"	120	1900	864	372,981	372,981	" 30	"	10
Bank of Ottawa (Oper. by D. R. Fraser & Co., & J. Walter).	Edmonton & Strathcona	"	100-120	1900	496	932,537	832,944	" 30	"	9
" " " "	" "	"	100-120	1900	9 Bl. 5-6	1,663,093	2,238,441	" 30	"	10
" " " "	" "	"	100-120	....	302	Nil.	Nil.	" 30	....	6
James F. Fetherstonhaugh	Fort Saskatchewan	"	Not given.	1901	956	32,722	32,722	" 30	Spruce	5
J. A. Powell	Half Moon Lake	Not given.	"	....	849	Nil.	Nil.	" 30	....	7
S. J. Eccles	Spruce Grove	Steam	"	1901	928	191,583	146,175	" 30	Spruce	4
Foulger & Rowley	Ponoka	Not given.	"	1901	949	231,970	266,970	" 30	"	6
L. E. Benz	Crooked Lake	"	"	1900	860	5,000	20,000	" 30	"	10
Bourchier, Gouin & Co., or (Deering Implement Co.)	Stony Plain	"	"	1900	887	15,000	Nil.	" 30	"	6
W. S. Dwinnell					972			" 30		3
"					971			" 30		3
"					970			" 30		3
"					968			" 30		4
"					963			" 30		4
"					962			" 30		4
"					955			" 30		4
						3,614,106	3,960,231			

CERTIFIED CORRECT,

A. G. HARRISON,
Crown Timber Agent.

No. 22.

REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
CALGARY, ALBERTA, July 19, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to inclose the following statements for the twelve months, ended June 30, 1902 :—

Schedule 'A.'—Statement of receipts on account of Crown timber covering the period referred to, amounting to $12,155.94.

Schedule 'B.'—General office work.

Schedule 'C.'—Showing the saw-mills within the Crown timber agency, operating under government license, to June 30, 1902.

The lumber business is in a very flourishing condition.

Your obedient servant,

J. R. SUTHERLAND,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts on account Timber, Grazing and Hay Lands at the Crown Timber Office, Calgary, for the twelve months ending June 30, 1902.

Month.	Dominion Lands.	School Lands.	Grand Total.
1901.	$ cts.	$ cts.	$ cts.
July	1,262 84	119 70	
August	798 83	32 50	
September	182 97	5 50	
October	963 74	0 75	
November	160 35		
December	196 40	25 60	
1902.			
January	935 15	6 40	
February	325 70	25 60	
March	178 67		
April	2,276 58	70 60	
May	1,315 88	53 90	
June	139 90	58 00	
Totals	8,737 01	398 55	
Collected at Head Office	3,020 38		
	11,757 39	398 55	12,155 94

J. R. SUTHERLAND,
Crown Timber Agent.

SCHEDULE B.

General Office Return of the Calgary Crown Timber Agency for the year ending June 30, 1902.

Description of Return.	Number.	Compared with last year's report.		Remarks.
		Increase.	Decrease.	
Letters written	5,686	1,098		Including Dominion Lands.
Letters received	9,735	2,801		" "
Permits issued subject to dues	52	28		
Free permits issued	287	107		
Mill returns received and verified	20		4	

J. R. SUTHERLAND,
Crown Timber Agent.

SCHEDULE C.

SHOWING the Saw-mills in the Calgary Crown Timber Agency operating under Government Licenses, for the year ending June 30, 1902.

No.	Name of Owner or Owner and Assignee.	Mill Where Situate.	Kind of Power.	Horse Power.	Commenced Operations.	Description of Timber.	Logs Cut at	Lumber on hand, June 30, 1901. Sold and manufactured during period between June 30, 1901, and June 30, 1902.		Quantity of shingles manufactured and sold since July 1, 1901.	Date of last return.	No. of returns.	Remarks.
									Feet.				
1	Hon. Peter McLaren, Mountain Mill	Mill Creek	Water	20	1882	Spruce and Fir	Mill Creek	Balance, June 30, 1901	19,196	Nil.	June 30, 1902.	4	
								Manufactured since	222,320				
								Sold	149,869				
								Balance	91,647				
2	Hon. Peter McLaren, McLeod Mill		Steam	40	1882	"	Old Man's River.	Balance	693,274	"	June 30, 1902.	4	
								Manufactured	3,446,850				
								Sold	4,140,124				
								Balance	833,720				
3	Eau Clair and Bow River Lumber Co	Calgary	Steam	65 can work up to 175	1887	Spruce and Fir and Cypress pine.	Kananaskis Riv.	Balance	2,527,677	"	June 30, 1902.	4	
								Manufactured	3,299,605				
								Sold	3,107,607				
								Balance	2,719,675				
4	R. G. Belvidere, now being operated by Joseph Wray	Mountain View.	Steam	25	1891	Spruce and Fir	St. Mary's River	Balance	Nil.	"	Dec. 31, 1901.	2	
								Manufactured	43,198				
								Sold	40,898				
								Balance	2,300				
5	John Lineham	Okotoks	Steam	50	1890	Spruce and Fir	Sheep Creek	Balance	701,484	"	Mch 31, 1902.	3	
								Manufactured	832,500				
								Sold	795,095				
								Balance	738,889				

6	H. B. DeWolf	N'th Fork Old Man.	Steam	25	1898	"	"	Old Man's River.	Balance Manufactured Sold Balance	5,213 Nil. " 5,213	"	Sept. 30, 1901.	1	
7	Wm. Smibert	Cypress Hills.	Steam						Balance Manufactured Sold Balance	106,500 90,000 156,500 40,000	"	Dec. 31, 1901. Total	2 20	
			Total balance on hand June 30, 1901							4,053,344				
			" manufactured during year ended June 30, 1902							7,934,473				
			" sold " " "							8,390,093				
			Balance on hand, June 30, 1902							3,597,724				

J. R. SUTHERLAND,
Crown Timber Agent.

No. 23.

REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., July 25, 1902.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my annual report for the twelve months, ended June 30, 1902.

The receipts of this office for the fiscal year ended June 30, 1902, amounted to $57,-919.27. as shown in the accompanying statement. Please add thereto any moneys which have been paid at the head office on account of bonuses, royalty, ground rent, &c., on timber berths situated within the Dominion railway belt.

I also inclose you schedule of mills doing business within the railway belt, which gives the usual statistics respecting the lumber trade.

I may say that the lumber business has been very brisk in this province during the past year, the mills having been cutting to their full capacity and the cedar shingle business has particularly shown a marked increase, both as regards increased demand and enhanced prices of this commodity.

Although the lumber and shingle trade has increased so largely I might state that a very large proportion of the timber is cut under provincial leases, and therefore does not show in my statement.

The lumbermen expect a large increase in the export trade, consequent upon peace having been declared in South Africa, and matters having quieted down in China the trade with that country is assuming a bright outlook.

There is apparently a considerable demand for pulp material, and I might state that several companies having secured large tracts of pulp wood from the provincial government, propose to erect plants for the manufacture of goods made from pulp. Kamloops is mentioned as a point at which one plant is to be erected.

The lumbermen expect a large trade with the North-west Territories and Manitoba in lumber, and are apparently justified in anticipating same, owing to the very favourable reports of the prospect for the grain crop and the largest influx of settlers into those parts.

I may report that the fire wardency system during the past season has been very successful in preventing the destruction of timber by fires, and, so far, during the present season, this province has been entirely free from fire, while in the State of Washington there has been a very large quantity of timber already destroyed during the month of June, estimated at the value of over a million dollars.

I would respectfully suggest that more fire wardens be employed than are at present on duty.

Respectfully submitted,

JAMES LEAMY,
Crown Timber Agent.

STATEMENT of Receipts of New Westminster Crown Timber Agency for Fiscal Year ending June 30, 1902.

Month.	Ground Rent.	Royalty.	Permit Dues.	Seizure Dues.	Total.
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts
July	2,289 75	1,529 14	132 50	250 00	4,201 39
August	395 18	1,379 97	195 25	71 73	2,042 13
September	31 84	8,255 60	126 00		8,413 44
October	12 57	1,087 02			1,099 59
November	0 49	623 71	113 50	16 23	753 93
December	47 00	5,170 94	212 50		5,430 44
1902.					
January		1,219 90	168 25		1,388 15
February	12 08	3,726 20	316 52		4,054 80
March	36 75	67 57	366 00	9 54	479 86
April	505 75	5,437 80	175 50		6,119 05
May	6,146 21	477 01	860 27		7,483 49
June	1,032 30	574 95	348 50	1 50	1,957 25
	10,509 92	29,549 81	3,014 79	349 00	43,423 52
Collected at Head Office					14,495 75
Grand total					57,919 27

List of Mills operating in Dominion Railway Belt of British Columbia ended June

Name of Owner.	Where Situated.	Capacity of Mill.	Kind of Power.	Operating on Limit No.	Locality of Limit.	Quantity of lumber manufactured.
		Ft.				Ft.
J. R. & T. J. Reilly	Ottertail	7,000	Steam	5	Kicking Horse Riv.	383,151
W. C. Wells	Palliser	30,000	"	3 & 29	Beaverfoot & Kicking Horse River.	2,745,094
Columbia River Lumber Co	Golden	40,000	"	256, 255, 257, 16, 17, 232	Columbia River	5,199,814
" "	Beaver	100,000	"	14, 15, 16	"	6,463,980
Yale Columbia "	Nakusp	30,000	"	114	"	937,843
Fred Robinson "	Revelstoke	30,000	"	118, 123, 207, 249	"	2,120,836
" "	Comaplix	30,000	"	Not oper'g		
" shingle mill	Wigwam	30 M. shingles	"	118	Columbia River	
McMahon Bros. "	Revelstoke	70 M. shingles	"	Not oper'g		
Revelstoke Lumber Co.	" Big Eddy.	40,000		Not oper'g on Dom. lands		
Columbia River Lumber Co	Kualt	40,000	"	239, 66, 72, 78, 45	Notch Hill, Eagle River & Shuswap Lake.	2,902,696
" Portable Mill	Notch Hill	15,000	"	239	Notch Hill	879,366
Ashcroft Water, Electric and Improvement Co.	Kamloops	50,000	"	240, 263	Shuswap Lake	924,411
Harrison River Mills, T & T Co.	Harrison River	75,000	"	63, 227, 248, 254	Harrison River & Lake.	6,645,483
E. H. Heaps & Co.	Ruskin	25,000	"	185, 96, 33, Bl'ks. 1, 3, & 4	Stave River & Lake.	454,672
"	Vancouver	100,000	"	Not oper'g Dom lands		
McLaren & Ross	Millside	120,000	"	"		
Brunette Saw Mill Co.	Sapperton	70,000	"	33bk 2138,	Stave River	572,371
B. C. Mills, Timber & Trading Co.	New Westminster.	90,000	"	'B.'	Mud Bay	
B. C. Mills, Timber & Trading Co.	Vancouver, B.C.	225,000	"	'O.'	North Arm, B. Inlet	168,120
Grant & Kerr	Ladner	20,000	"	'Q' & 103	Mud Bay & Stave Riv	588,000
Pacific Coast Lumber Co.	Vancouver	225 M. shingles	"	Not oper'g		
Hastings Shingle Mfg. Co.	"	225 M. shingles	"	52	Port Moody	575,798
Canadian Pacific Lum. Co.	Port Moody	75,000	"	111	Coquitlam River	788,216
North Pacific Lum. Co.	Barnet	100,000	"	Not oper'g		
G. E. Farrer	Vancouver			209	North Arm B. Inlet.	622,046
K. Mikuni	"			246	"	
Thos. Allen	Sapperton			236	Pitt Lake	391,947
						33,363,844

and Statement showing Quantity of Timber manufactured during fiscal year 30, 1902.

Quantity of lumber sold from quantity manufactured and quantity on hand previous year.	Quantity of lumber on hand.	Quantity of shingle bolts manufactured.	Quantity of shingle bolts sold.	Quantity of shingle bolts on hand.	Quantity of laths manufactured.	Quantity of laths sold.	Quantity of railway ties manufactured.	Quantity of railway ties sold.	Quantity of railway ties on hand.	No. of Mill returns received.	Date of last return.
Ft.	Ft.	Cords.	Cords.	Cords.			Pcs.	Pcs.	Pcs.		1902.
320,801	319,792	.....	.....	.....	.....	.....	9,530	9,530	.....	4	June 30.
3,628,924	1,570,042	....	.....	.....	.....	.....	.....	.....	....	8	"
5,289,713	1,321,163	.....	.....	.....	.....	.....	132,789	132,789	..	24	"
8,190,119	2,764,396	.....	.....	.....	751,100	751,100	29,445	29,445	....	12	"
937,843	.....	.....	.....	.....	.....	.....	.....	.....	..	4	"
2,120,836	50,000	754	754	.....	620,000	620,000	.....	.....	.....	16	"
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,866,594	575,251	.....	.....	.....	.....	.....	32,311	32,311	..	20	"
805,799	248,866	.....	.....	.....	.....	.....	2,982	2,982	.....	4	"
500,000	924,411	.....	.....	.....	.....	.....	7,531	3,765	3,766	8	"
5,162,011	3,705,747	.....	.....	.....	.....	.....	.....	.....	.....	16	"
454,672	.....	2,549½	2,047	1,310½	.....	.....	.....	.....	.....	12	"
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
572,371	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	"
4,609,277	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	"
168,120	.....	59	59	.....	.....	.....	.....	.....	.....	4	"
1,092,026	388,000	.....	.....	.....	.....	.....	.....	.....	.....	8	"
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
875,798	150,000	983¾	933¾	.....	.....	.....	.....	.....	.....	4	"
788,216	.....	.....	.....	300	.....	.....	.....	.....	.....	4	"
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
622,046	.....	490½	490½	.....	.....	.....	.....	.....	.....	4	"
.....	.....	732	742½	450	.....	.....	.....	.....	.....	4	"
391,947	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....
39,397,113	12,017,668	5,568¾	5,026¾	2,060½	1,371,100	1,371,100	214,588	210,822	3,766	172	

No. 24.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
OTTAWA, August 11, 1902.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report on the transactions of the Ordnance and Admiralty Lands Branch of this Department, for the fiscal year ended June 30, 1902.

The four schedules annexed, marked respectively 'A,' 'B,' 'C' and 'D,' show in a summarized form the receipts for the year, the amount of purchase money and rent or interest remaining due and unpaid, and the several localities in which the properties are situated from the sales or rentals of which the revenue was derived.

'A.'—Statement of sales made during the fiscal year. This includes lots redeemed by Ottawa tenants in accordance with the provisions contained in the leases originally granted by the Imperial authorities.

Total amount $36,148.47, of which sum $10,026.35 has been received on account.

The following properties were disposed of during the year : At Grand Falls, N.B., 39 lots, together comprising an area of about 395 acres, were disposed of for the sum of $2,152.67, of which amount $718.55 has been paid on account. Four of these lots have been paid for in full and letters patent issued therefor, while the remaining lots were sold on the usual conditions governing ordnance lands sales.

(2.) At Longueuil, two small lots, forming part of the government farm, were sold at public competition for $168.05, or at the rate of $435.60 per acre, of which amount $42.05 has been paid on account. The remainder of the government farm in question, with the exception of about three acres leased to the school commissioners of St. John Baptist, of Montreal south, nearly two acres leased to the Protestant school commissioners, of Longueuil, and a small triangular piece of land, containing two acres more or less, bequeathed to the Crown on condition that it should never be disposed of, comprising an area of 185 acres (nearly), was sold at public auction for the sum of $31,000, on the usual conditions governing ordnance lands sales.

(3.) At Ottawa, three vacant city lots, situated in lower town, were sold at public competition for the sum of $1,640, of which amount, $328 was paid at the time of sale, the balance to be paid in four equal annual instalments, with interest at 5 per cent per annum on the purchase money remaining unpaid. Three half, and three ordinary city lots, formerly held under lease, have, by the payment of $862, made by the respective lessees, been converted into freehold, in accordance with the terms and conditions contained in the original leases granted by the Imperial authorities.

(4.) At Sorel, P.Q., a beach lot comprising an area of one and a quarter acres was disposed of to the proprietor of the adjoining land for a cash price of $325.75 and letters patent issued therefor.

A renewal lease for a small piece of land at Burlington Beach, Ontario, was issued for a term of twenty-one years, at a rental of $100 per annum instead of $20 a year paid for a number of years previously.

The corporation of the village of Fort Erie having surrendered its lease of the site of 'Old Fort Erie,' comprising an area of 17½ acres, a license of occupation for this

property was granted to the Queen Victoria Niagara Falls Park Commissioners at a nominal rental on the conditions that the land should be fenced and beautified, the ruins of the 'Old Fort' preserved and the graves of the soldiers buried there protected from desecration.

In order to preserve the beauty of the lake shore at Fort Erie, Ontario, which was being marred by the removal of sand and other material therefrom by the inhabitants of the neighbouring municipalities, a narrow strip of ordnance land in that locality extending along the water's edge of the lake was leased to the municipality of the village of Fort Erie for a term of 21 years.

The Protestant School Commissioners, of Longueuil, P.Q., surrendered their lease of about three acres of the government farm, at Longueuil, and received in lieu thereof a lease for a like term and containing similar conditions of about two acres of the same property, but situated nearer the town.

About two acres of ordnance land at Grand Falls, N.B., having a very rocky uneven surface were leased as a piling ground for lumber for a term of ten years.

Tenders having been called for a lease of the ordnance reserve on the Ste. Croix river, near St. Andrews, N.B., comprising an area of 22 acres, 1 rood, 22 perches, that property was leased for a period of 21 years.

'B.'—Statement showing the several localities in which are situated the ordnance land on account of which moneys have been received. Total amount, $16,967.36.

'C.'—Statement of amounts received monthly during the fiscal year, divided into principal, rent or interest and fees.

'D.'—Statement showing the amount due and remaining unpaid June 30, 1902, in the several localities where ordnance lands are situated, classified as rent or interest, and principal moneys. The total amount shown to be due is $29,530.31, a decrease when compared with 1900-1901 of $293.96. Of the amount remaining due and unpaid by tenants, $18,150 is due by the government of the province of Quebec, and $4,750 by lessees of ordnance lands in the city of Ottawa.

The routine work of the office was about the same as that of the immediately preceding years. During the year 429 letters were received, 573 letters were written, and upwards of 1,200 notices and statements of accounts mailed to tenants and purchasers in arrears ; 28 assignments were examined and registered; 23 drafts of letters patent were prepared and 90 warrants issued for the Bank of Montreal, at Ottawa, to receive money. In addition to this more than 630 accounts now open with the respective purchasers and tenants of ordnance lands have been carefully kept.

I have the honour to be, sir,
Your obedient servant,

JAS. N. FERGUSON,
Clerk in Charge.

A.—STATEMENT of Sales made during the year ending June 30, 1902.

Locality.	Number of lots Sold or Redeemed.	Amount.	Amount Received on Account.
		$ cts.	$ cts.
Grand Falls	39	2,152 67	718 55
Longueuil	2 lots	168 05	42 05
"	185 acres more or less	31,000 00	7,750 00
Ottawa	3	1,640 00	328 00
"	6 redeemed	862 00	862 00
Sorel	1 beach lot	325 75	325 75
		36,148 47	10,026 35

JAS. N. FERGUSON,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 11, 1902.

B.—STATEMENT showing the several localities on account of which moneys have been received during the fiscal year ending June 30, 1902.

Locality.	Amount.	Locality.	Amount.
	$ cts.		$ cts.
Amherstburg	2 00	Brought forward	11,257 86
Burlington Beach	100 00		
Beaver Harbour	2 00	Ottawa	2,706 44
Dalhousie	93 79	Owen Sound	9 00
Edmunston	28 00	Oxford	0 60
Elmsley	5 70	Point Pelee	400 00
Fort Cumberland	260 00	Prescott	238 11
Fort Erie	329 10	Presque Isle	1 50
Grand Falls	832 82	Quebec	890 00
Grenville	2 20	Sarnia	40 00
Kingston	509 50	Shelburne	30 90
Longueuil	8,093 05	Sorel	371 05
Montreal	1 00	St. Croix River	1 00
Nepean	988 70	Toronto	912 00
Niagara	10 00	Wolford	109 80
Carried forward	11,257 86	Total	16,967 36

JAS. N. FERGUSON,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 11, 1902.

C.—Statement of receipts on account of Ordnance and Admiralty Lands for the fiscal year ending June 30, 1902.

Date.	Fees.	Rent or Interest.	Principal.	Total.
1901.	$ cts.	$ cts.	$ cts.	$ cts.
July	12 00	459 91	833 70	1,305 61
August	26 00	238 67	98 40	363 07
September		98 54	212 65	311 19
October	4 00	887 02	708 13	1,599 15
November		148 00	325 75	473 75
December		32 03	56 00	88 03
1902.				
January	2 00	632 80	7,850 00	8,484 80
February		40 80		40 80
March	2 00	732 80	90 02	824 82
April	2 00	235 70	115 20	352 90
May	8 00	395 54	403 95	807 49
June	7 00	1,482 15	826 60	2,315 75
	63 00	5,383 96	11,520 40	16,967 36

JAS. N. FERGUSON,
Clerk in Charge.

Department of the Interior,
Ordnance and Admiralty Lands Branch,
Ottawa, August 11, 1902.

D.—STATEMENT showing Amounts due and unpaid on account of Instalments of Purchase Money and Rent or Interest to June 30, 1902.

Locality.	Amount of instalments due and unpaid June 30, 1902.	Rent or interest due and unpaid June 30, 1902.	Total.
	$ cts.	$ cts.	$ cts.
Beaver Harbour	....	2 00	2 00
Burlington Beach	.....	240 00	240 00
Carillon	.....	3 80	3 80
Chambly	152 00	191 52	343 52
Charlotteville	....	18 67	18 67
Dalhousie	19 75	2 43	22 18
Edmundston	293 56	136 04	429 60
Fort Cumberland	.....	75 00	75 00
Fort Erie	58 00	11 60	69 60
Grand Falls	303 07	301 32	604 39
Kingston	50 96	240 72	291 68
Marlborough	.....	50 00	50 00
Montreal	.....	1 00	1 00
Nepean	1,634 60	383 09	2,017 69
Niagara	396 00	89 20	485 20
Oromocto	.....	0 25	0 25
Ottawa	164 00	4,586 44	4,750 44
Owen Sound	.....	54 50	54 50
Oxford	.....	16 00	16 00
Pittsburg	6 00	2 88	8 88
Point Pelee	.....	800 00	800 00
Pomroy Bridge	.....	5 25	5 25
Quebec	.....	18,180 00	18,180 00
Queenston	.....	1 00	1 00
Shelburne	.....	1 00	1 00
Sorel	.....	221 66	221 66
Toronto	.....	780 00	780 00
Wolford	.....	57 00	57 00
	3,077 94	26,452 37	29,530 31

JAS. N. FERGUSON,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 11, 1902.

No. 25.

REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 28, 1902.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to inclose herewith the various statements hereafter enumerated which are required in connection with the preparation of the annual report of the Department of the Interior for the fiscal year ended the 30th ultimo.

A reference to the statement marked 'A,' showing the number of homestead entries made at the several land agencies during the year reveals the fact that 14,633 entries were made, representing 43,545 souls, while the number of entries made during the previous year, although the largest number of entries granted up to that time in any one year, amounted to 8,167 entries only, representing 25,988 souls, being an excess this year over the previous year of 6,466 entries.

From the statement marked 'B,' showing the number and nature of letters patent issued for Dominion lands, it will be observed that 8,768 letters patent in all were issued during the year, covering a total area of 4,711,104 acres of land, as against 6,461 letters patent which were issued the previous year, covering an area of 6,846,857 acres of land, or an excess in the number of letters patent issued this year over that of the previous year of 2,307 letters patent, and a decrease in the total area of land patented of 2,135,753 acres, this decrease being explained by the fact that last year 6,255,816 acres of land were patented to railway companies, while this year 3,563,136 acres of land only were so patented, being a decrease of 2,692,680 acres of land as compared with the number of acres which were patented to railway companies the previous year. Last year letters patent were issued to railway companies for all lands which had been or could readily be scheduled, while this year Mr. R. E. Young, D.L.S., who has charge of this work, has had to deal with more intricate cases.

The statement last referred to also shows that out of the total number of letters patent which were issued this year 4,349 were for land, the title to which had been earned by homesteaders, covering an area of 687,896 acres, as against 1,886 letters patent which were issued during the previous year for an aggregate area of 299,946 acres of land, being an increase of 387,950 acres of land patented to homesteaders.

The same statement further shows that 1,342 letters patent were issued, covering an area of 285,110 acres of land, upon which North-west Half-breed land scrip has been located, as against 634 letters patent issued the previous year for an area of 136,484 acres, or an increase this year of 148,626 acres of land patented under this head, making in all 421,594 acres of land patented during the past two years on which land scrip granted to North-west Half-breeds had been located. With only a very few exceptions all these locations have been patented to the assignees of the locatees, which accounts for the comparatively large number of assignments which have been registered in the department during the past two years ; 2,725 assignments, in all, have been registered during that period, 1,018 last year and 1,717 during the present year.

During the last four years the Commissioners appointed to investigate and adjudicate upon North-west Half-breed scrip claims, issued certificates for land scrip,

in addition to certificates calling for scrip redeemable in the purchase of Dominion lands, representing an aggregate area of 875,394 acres, which certificates may be located on any available Dominion lands in Manitoba and the North-west Territories of the class open to homestead entry ; and deducting from this last mentioned area the 421,521 acres patented during the past two years, and 1,278 acres patented in 1900, or, in all, 422,799 acres, there still remains outstanding an area of 452,595 acres of land, and, as the work of issuing scrip of all kinds to Half-breeds will, I understand, be completed during the present fiscal year, I anticipate that the greater portion of such outstanding area will be located and patented within the next two years, so that, from that source, we need not look for any increase of work in the future. The same reasoning seems to apply to lands to be patented to railway companies who have already earned their subsidies.

The number of homestead entries will, however, in all likelihood go on increasing from year to year for a number of years to come, and the work of the Patents Branch will grow in the same ratio. While, therefore, it may be possible to conduct the business of the branch in our present quarters for the next three or four years, I very much fear that after that time it will be quite impossible to carry on the work in an efficient and prompt manner without proper and more spacious accommodation being provided for.

All that portion of the correspondence which could be dealt with outside the branch has been for the last two years referred to the Assistant Secretary with the necessary instructions ; and, in so far as his inadequate staff would permit, he has been expeditious in carrying on this work. In my opinion, however, in order to ensure against any delay occurring in the correspondence, which at times with his present staff cannot be avoided, he should be given additional assistance.

The several changes which were inaugurated with your approval some three months ago in the mode of carrying on the work of the branch have proved most satisfactory.

I am glad in closing this report to be able to state that, notwithstanding the unprecedented increase in the business of the department, the work of the branch has, in my estimation, during the past fiscal year, been performed, through the exertion and effort of the whole staff, in a most expeditious and satisfactory manner.

The statements already referred to are marked and designated as follows :—

'A.'—Showing the number of homestead entries made during the fiscal year ended June 30, 1902, as compared with the corresponding period of the previous year.

'B.'—Abstract of all letters patent issued during the fiscal year ended June 30, 1902, as compared with the corresponding period of the previous year.

'C.'—Showing the number of acres of swamp lands in Manitoba transferred to that province up to June 30, 1902.

'D.'—Showing the number of patents forwarded to the several registrars of the North-west Territories, and the number of notifications sent to patentees during year ended June 30, 1902.

'E.'—Showing the number of entries cancelled during year ended June 30, 1902, also the year in which such entries were made.

'F.'—Showing the number of deeds of transfer recorded at head office during year ended June 30, 1902.

'G.'—Statement of entries affecting Dominion lands which were made at head office during year ended June 30, 1902.

I have the honour to be, sir,
Your obedient servant,

N. O. COTE,
Acting Chief Clerk.

A.—Statement showing the Number of Homestead Entries made during the Fiscal Year ended June 30, 1902, compared with the corresponding period of the previous Year.

Agency.	Fiscal Year ended June 30, 1901.	Fiscal Year ended June 30, 1902.	Increase.	Decrease.	Net Increase.
Alameda	464	1,973	1,509		
Battleford	10	166	159		
Brandon	408	651	242		
Calgary	802	1,475	673		
Dauphin	454	380		74	
Edmonton	1,634	2,141	507		
Kamloops	60	88	28		
Lethbridge	523	890	367		
Minnedosa	374	437	63		
New Westminster	25	29	4		
Prince Albert	513	1,008	495		
Regina	911	2,392	1,481		
Red Deer	856	1,148	292		
Winnipeg	691	792	101		
Yorkton	442	1,063	621		
	8,167	14,633	6,540	74	6,466

Representing in 1901 ..... 25,988 souls.
" 1902 ..... 43,545 "

N. O. COTE,
Acting Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, July 28, 1902.

B.—Abstract of Letters Patent covering Dominion Lands situate in Manitoba, the North-west Territories, British Columbia, and the Yukon Territory, issued from the Department of the Interior, during the Fiscal Year ended June 30, 1902, as compared with the Fiscal Year ended June 30, 1901.

No.	Nature of Grant.	From July 1, 1901, to June 30, 1902.		From July 1, 1900, to June 30, 1901.	
		Patents.	Acres.	Patents.	Acres.
1	Assignment of mortgages			2	
2	British Columbia homesteads	218	32,225	236	35,957
3	British Columbia sales	36	1,601	18	1,074
4	Coal lands sales	7	1,213	8	1,335
5	Commutation grants	11	470	14	1,670
6	Foreshore rights				
7	Free wood lot			1	20
8	Fruit tree culture	1	160		
9	Half-breed allotments			5	960
10	Homesteads	4,349	687,896	1,886	299,946
11	Hudson's Bay Co.	8	30,220		
12	Leases			3	60
13	License of occupation	7		11	
14	Manitoba Act grants	7	398	8	492
15	Military homesteads	20	6,185	12	3,824
16	Mineral rights	1	160		
17	Mining lands sales	2	27	2	179
18	North-west half-breed grants	1,342	285,110	634	136,484
19	Parish sales	26	3,291	16	1,639
	Railways:—				
20	Calgary and Edmonton Railway Co	616	961,684	27	5,996
21	Canadian Northern Railway Co	28	4,899		
22	Canadian Pacific Railway grants	708	1,734,878	1,757	5,751,546
23	Canadian Pacific Railway nominees	144	85,594	569	122,815
24	Canadian Pacific Railway road-bed and station grounds	32	444	6	265
25	Great North-west Central Railway Co.			1	320
26	Manitoba North-western Railway Co	121	99,649	209	46,442
27	Manitoba South-western Colonization Railway Co.	166	75,220	165	34,570
28	North-western Coal and Navigation Co., now Alberta Railway and Coal Co.	79	596,357	54	192,277
29	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.	23	4,411	72	101,585
30	Sales	478	72,490	346	76,050
31	School lands sales	70	7,791	41	4,010
32	Special grants	115	17,622	94	26,777
33	University of Manitoba				
34	Vancouver Island grants	1	160		
35	Yukon Territory sales	130	1,549	148	594
36	Yukon Territory specials	22		116	
	Totals	8,768	4,711,104	6,461	6,846,857

N. O. COTÉ
Acting Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, July 28, 1902.

C.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the Province of Manitoba up to June 30, 1902.

Date of Order in Council.	Acres.
April 21, 1884	104,740
April 16, 1888	52,600
June 7, 1888	60,355
August 25, 1891	105,635
December 7, 1891	36,479
April 22, 1893	69,680
October 21, 1893	13,040
" 4, 1895	5 ,602
" 31, 1896	53,520
" 31, 1896	6,960
November 10, 1896	137,016
December 1, 1896	117,250
June 18, 1897	151,250
June 27, 1898	3,120
December 1, 1899	148,811
February 17, 1899 August 18, 1899 May 26, 1900	48,470
April 26, 1902	20,744
Total	1,181,007

N. O. COTÉ,
Acting Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 28, 1902.

D.—STATEMENT showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the North-west Territories, and the number of notifications mailed to patentees during the year ended June 30, 1902.

Registration Districts.	Number of Patents sent to Registrars.	Number of Notifications mailed to Patentees
Assiniboia	3,377	3,300
East Saskatchewan	554	599
West Saskatchewan	48	30
North Alberta	2,143	1,645
South Alberta	1,532	970
Yukon	165	206
Totals	7,819	6,750

N. O. COTÉ,
Acting Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 28, 1902.

E.—Statement showing the number of Entries cancelled during the year ended June 30, 1902, also the year in which such entries were made.

Year.	Homesteads.	Pre-emptions.	Time sales.	Pre-emption sales.	Sales.
1878		1			
1879	1	3	1		
1880	2		3		1
1881	1	1	1		
1882	7	24			
1883	30	58	2		
1884	19	44			
1885	11	16		1	
1886	20	17		1	
1887	6	11		1	
1888	21	13		1	
1889	56	54		2	
1890	37		2	1	
1891	57		1		1
1892	38		1	1	1
1893	49		2		2
1894	62			1	
1895	37		2	1	
1896	26				
1897	23		1		
1898	115		5		1
1899	448		3		
1900	1,106		1		3
1901	960		2	1	
1902	164		1		
	3,296	242	28	11	9

N. O. COTÉ,
Acting Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, July 28, 1902.

F.—Statement showing the number of Deeds of Transfer recorded at head office during the year ended June 30, 1902:—

Number of deeds registered..... 1,717
Fees received in connection therewith..... $3,434

N. O. COTÉ,
Acting Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, July 28, 1902.

G.—STATEMENT of Entries affecting Dominion Lands which were made at head office during the fiscal year ended June 30, 1902.

Name of Grant.	Number.	Acres.
Special grants	123	16,854·00
Alberta Railway & Coal Company	78	596,311·91
Canadian Northern Railway Company	25	5,059·02
Canadian Pacific Railway Company	851	1,809,942·92
Manitoba and North Western Railway Company	112	123,918·95
Manitoba South-western Colonization Railway Company	163	75,160·02
Calgary & Edmonton Railway Company	617	960,161·66
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Company	20	4,399·04
Railway right of way	26	234·00
Totals	2,015	3,592,041 52

N. O. COTÉ,
Acting Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, July 28, 1902.

No. 26.

REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal year 1901-1902, as follows :—

A. Dominion lands, including Yukon Territory	$1,432,679 25
B. Ordnance lands	16,967 36
C. School lands	193,410 75
D. Registration fees	50,854 99
E. Fines and forfeitures, N.W.T.	1,955 61
F. Casual revenue	3,900 62
G. Seed grain repayments	20,293 06

A statement of the revenue on account of Dominion lands (marked 'H') shows the receipts monthly, classified under sub-heads.

Statement marked 'I' shows a comparison between the receipts on account of Dominion lands for 1901-1902 as compared with the revenue of the previous fiscal year.

I am, sir, your obedient servant,

CHAS. H. BEDDOE,
Accountant.

A.—Dominion Lands Revenue (Cash and Scrip), for the fiscal year ended June 30, 1902.

—	Cash.	Scrip.	Total.
	$ cts.	$ cts.	$ cts.
Yukon Territory.			
Sales of lands	14,064 30	4,583 51	18,647 81
Rentals of lands	44,720 94		44,720 94
Survey fees	750 00		750 00
Liquor permit fees	20 00		20 00
Map sales, office fees, &c.	310 50		310 50
Forfeitures fees	4,345 50		4,345 50
Timber dues	42,452 29		42,452 29
Hay lands	1,978 50		1,978 50
Grazing lands	91 95		91 95
Mining fees	256,256 10		256,256 10
Royalty on gold $242,281 49			
Export tax 89,250 55			
	331,532 04		331,532 04
Hydraulic leases	19,582 40		19,582 40
Dredging leases	4,355 00		4,355 00
Free miners' certificates	118,312 02		118,312 02
	838,771 54	4,583 51	843,355 05
Net loss by assay	2,550 71		2,550 71
	836,220 83	4,583 51	840,804 34
Dominion Lands Agencies.			
Alameda	20,616 81	8,108 60	28,725 41
Battleford	1,657 00		1,657 00
Brandon	9,253 35	11,324 88	20,578 23
Calgary	17,597 86	28,338 05	45,935 91
Dauphin	5,142 20	1,061 44	6,203 64
Edmonton	23,408 35	4,817 11	28,225 46
Kamloops	3,108 48	27,340 38	30,448 86
Lethbridge	43,961 19	29,140 68	73,101 87
Minnedosa	5,076 50	3,308 89	8,385 39
New Westminster	1,683 74	160 00	1,843 74
Prince Albert	10,670 46	2,875 78	13,546 24
Red Deer	13,124 21	3,929 73	17,053 94
Regina	25,662 66	18,127 70	43,790 36
Winnipeg	14,265 44	20,518 61	34,784 05
Yorkton	11,240 97	6,131 77	17,372 74
Crown Timber Agencies.			
Alameda	228 75		228 75
Battleford	286 52		286 52
Brandon	424 94		424 94
Calgary	10,148 41		10,148 41
Dauphin	5,699 79		5,699 79
Edmonton	6,836 07		6,836 07
Lethbridge	122 95		122 95
Minnedosa	1,739 09		1,739 09
New Westminster	57,919 27		57,919 27
Prince Albert	12,289 31		12,289 31
Red Deer	457 83		457 83
Regina	208 83		208 83
Winnipeg	68,463 44		68,463 44
Yorkton	513 41		513 41
Miscellaneous.			
Rocky Mountains Park of Canada	2,691 84	169 29	2,861 13
Irrigation fees	224 00		224 00
Map sales, office fees, &c.	4,939 61		4,939 61
Fees *re* applications for patents	320 00		320 00
Survey fees	21,331 37		21,331 37
Patent fees	220 00		220 00
Rentals	74 00		74 00
Examination fees, D.L.S.	370 00		370 00
Over-deposits	69 55		69 55

A.—Dominion Lands Revenue (Cash and Scrip)—*Concluded.*

—	Cash.	Scrip.	Total.
Miscellaneous—Concluded.	$ cts	$ cts.	$ cts.
Refunds of refunds	615 94		615 94
Bonus on timber berth	55 00		55 00
Mining fees	678 00		678 00
Hay lands	3,452 06		3,452 06
Dredging leases	3,114 10		3,114 10
Grazing lands	7,200 51	8,409 27	15,609 78
Coal lands	925 32		925 32
Rent of water power	23 60		23 60
	1,254,333 56	178,345 69	1,432,679 25
Refunds	26,356 81	724 62	27,081 43
	1,227,976 75	177,621 07	1,405,597 82

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

B.—Statement of Ordnance Lands Revenue for the fiscal year ended June 30, 1902.

Month.	Amount.	Month.	Amount.
1901.	$ cts.	1902.	$ cts.
July	1,305 61	January	8,484 80
August	363 07	February	40 80
September	311 19	March	824 82
October	1,599 15	April	352 90
November	473 75	May	807 49
December	88 03	June	2,315 75
			16,967 36

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

SESSIONAL PAPER No. 25

C.—Statement of Receipts on account of School Lands for the Fiscal Year ended June 30, 1902.

Month.	Manitoba School Lands.	Assiniboia School Lands.	Alberta School Lands.	Saskatchewan School Lands.	Total.
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	6,684 74	206 57	344 44	21 70	
August	898 75	86 55	216 20	2 90	
September	2,613 36	29 35	92 55		
October	2,977 09	73 15	112 93		
November	41,683 35	2,396 08	117 95		
December	48,437 26	217 24	174 60	12 80	
1902.					
January	33,647 03	1,461 46	290 45	3 50	
February	14,687 09	197 36	173 93		
March	10,248 13	594 75	228 74		
April	9,339 73	948 71	552 08	40 60	
May	4,154 46	90 60	593 72	19 60	
June	6,191 01	1,719 50	827 24	1 50	
	181,562 00	8,021 32	3,724 83	102 60	193,410 75

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

D.—Statement of Registration Fees for the Fiscal Year ended June 30, 1902.

District.	Registrar.	Total Registration Fees.
		$ cts.
Assiniboia	F. F. Forbes	18,893 55
North Alberta	George Roy	11,701 70
South Alberta	W. R. Winter	8,190 78
East Saskatchewan	S. Brewster	3,081 73
West Saskatchewan	R. F. Chisholm	71 18
Yukon Territory	J. E. Girouard	8,916 05
		50,854 99

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

E.—Statement of Fines and Forfeitures, North-west Territories, collected under Dominion Statutes (except 'The Indian Act' and 'The Fisheries Act') for the Fiscal Year ended June 30, 1902.

Date of Bank Receipt.	From whom Received.	Amount.	Total.
1901.		$ cts.	$ cts
Oct. 12	The Attorney General	213 24	
1902.			
Feb. 13	North-west Government	585 00	
April 8	" "	693 45	
July 8	" "	463 92	
			1,955 61

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

F.—STATEMENT of Casual Revenue for the Year ended June 30, 1902.

Name.	Particulars.	Amount.
		$ cts.
Ontario Government, Toronto	Proceeds of sale of one standard measure	8 00
Immigration Commissioner, Winnipeg	Cheque *717, not used	8 00
J. W. Thompson	Refund, account contingencies	4 25
L. T. Burwash	" travelling expenses	137 20
D. A. McRae	" "	208 70
Wm. Fuerste	" "	217 74
W. R. Hamilton	" "	137 20
A. D. L., Kamploops	Proceeds of sale, old office safe	275 00
Chas. Sylvester	Refund, account travelling expenses	4 15
E. Haanel	" "	433 12
A. D. L., Kamloops	Proceeds of sale of small safe	16 00
Immigration Commissioner, Winnipeg	Refunds, account railway fares	7 60
A. D. L., Dauphin	Proceeds of sale of coal (not required)	17 00
" Alameda	Refund, account Moose Mountain Fire Guard	246 75
Paul Bredt	" of cheque *253, not used	50 00
Dept. of Public Works	" one month's rent, Immigration Hall, Edmonton	50 00
Immigration Commissioner, Winnipeg	" account railway fares	3 00
W. L. Griffith	" immigration expenses	14 07
Dept. of Public Works	" account rent and storage of exhibits, &c.	62 50
Comptroller, Yukon	Proceeds of sale of cabin, Dominion Creek	155 00
Tobias Unruh	Refund, June, 1901, salary cheque not used	75 00
H. McKinnon	" account travelling expenses	292 69
Postmaster, Dawson	" cost of keys	3 00
Immigration Commissioner, Winnipeg	" account of team for two days	6 00
" "	" by Public Works Dept	30 05
" "	" " "	19 50
A. D. L., Regina	Proceeds of sale of old safe	175 00
Dr. J. Patterson	Refund account April, 1900, salary	77 10
R. C. Miller	" " salary and allowance	204 83
"Yukon Sun"	" overpayment, account advertising	17 50
W. H. Montgomery	" account travelling expenses	1 35
Wm. Ogilvie	" " "	93 52
A. D. L., Kamloops	Proceeds of sale of old stove	6 00
W. F. King	Refund account travelling expenses	28 57
Jas. McArthur	Proceeds of sale of an old horse	70 00
A. Saint-Cyr	" " survey outfit	192 30
Comptroller, Yukon	" " set of scales	60 00
Immigration Commissioner, Winnipeg	Refund, account provisions	7 76
" "	Proceeds of sale of two boilers	32 50
" "	Refund, account provisions and grain	338 99
A. D. L., Yorkton	Proceeds of sale of old safe	75 00
H. Douglas	" " hay	20 00
W. C. de Balinhard	Refund, account contingencies	18 68
		3,900 62
Repayments*	Account relief mortgages of 1876	1,426 35
" *	" seed grain advances, 1893	123 15
" *	" " " 1894	4,267 24
" *	" " " 1896	1,732 18
" *	" " " 1898	266 45
" *	" " " 1900	812 14
" *	" " " 1901	4,262 75
		16,790 88

* NOTE.—The above seven items appear on statement (G) of repayments of seed grain advances.

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1902.

G.—STATEMENT showing Seed Grain and Relief Mortgage Repayments for the fiscal year ended June 30, 1902.

	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain to Settlers' Account.	Territorial Account.	Relief Mortgages.	Total.
	1901.	1900.	1898.	1896.	1895.	1894.	1893.	1890.	1886-87-88.	1876.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Refunds	4,266 60	812 14	266 45	1,733 68	4,206 55	4,346 35	123 15	1,567 88	1,543 31	1,426 35	20,293 06
	3 85	.....	.....	1 50	32 03	79 71	.....	4 94	.....	.....	122 03
	4,262 75	812 14	266 45	1,732 18	4,174 52	4,267 24	123 15	1,562 94	1,543 31	1,426 35	20,171 03

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1902.

CHAS. H. BEDDOE,
Accountant.

H.—Statement of Gross Receipts on account of Dominion Lands for the Fiscal Year ended June 30, 1902.

Month.	Homestead Fees.	Inspection and patent Fees.	Rentals, &c.	Improvements.	General Sales of Lands.	Timber Dues.	Rents from Grazing Lands.	Royalty, Hay, Mining Fees, Coal Lands, &c.	Rocky Mountains Park of Canada.	Surveyors' Examination Fees.	Map Sales, Office Fees, &c.	Survey Fees.	Fees re applications for Patents.	Total.
1901.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	9,115 00	10 00	2,756 00	514 32	2,206 08	17,577 33	347 12	104,376 31	383 20	.....	388 68	259 92	25 00	137,958 96
August	7,550 00	.....	1,743 37	327 75	2,082 70	15,813 81	386 12	100,369 27	490 50	.....	387 25	350 37	150 00	129,651 14
September	5,645 00	20 00	985 17	574 25	12,316 24	27,986 57	339 87	107,913 19	273 33	.....	437 75	1,534 06	.....	158,025 43
October	7,710 00	40 00	203 40	799 75	4,711 65	14,714 13	339 45	72,878 19	391 93	.....	95 50	169 87	30 00	102,083 87
November	7,565 00	25 00	2,521 98	392 86	3,014 03	7,044 25	332 11	40,395 99	119 75	.....	312 45	615 54	5 00	62,343 96
December	8,175 00	30 00	7,818 37	585 97	3,103 38	17,581 27	492 83	25,335 48	141 75	.....	614 20	1,257 47	25 00	65,160 72
1902.														
January	7,935 00	20 00	2,907 70	669 90	4,516 30	13,243 00	2,101 72	24,679 54	.....	75 00	335 55	328 89	30 00	56,812 60
February	8,995 00	50 00	2,334 82	777 70	9,327 02	10,380 63	553 17	24,757 32	127 17	180 00	581 25	351 34	15 00	58,430 42
March	11,795 00	30 00	8,903 01	855 32	6,292 91	13,621 75	1,027 69	37,448 66	64 25	20 00	404 90	6,074 56	15 00	86,553 05
April	20,565 00	40 00	8,166 61	1,474 09	3,809 64	26,917 16	416 19	43,092 22	159 50	30 00	550 65	8,604 66	20 00	113,845 72
May	21,790 00	20 00	10,673 26	689 45	6,204 91	19,533 95	569 79	38,575 83	407 00	45 00	513 78	1,531 02	10 00	100,563 99
June	27,585 00	40 00	910 24	820 10	9,365 35	23,377 05	386 40	120,607 14	133 46	20 00	1,171 00	1,003 67	5 00	185,424 41
Deduct assay charges	144,425 00	325 00	49,923 93	8,481 46	66,950 21	207,790 90	7,292 46	740,429 14	2,691 84	370 00	5,792 96	22,081 37	330 00	1,256,884 27
	.....	.....	.....	.....	.....	.....	.....	2,550 71	.....	.....	.....	.....	.....	2,550 71
	144,425 00	325 00	49,923 93	8,481 46	66,950 21	207,790 90	7,292 46	737,878 43	2,691 84	370 00	5,792 96	22,081 37	330 00	1,254,333 56
Scrip	.....	.....	.....	.....	169,767 13	.....	8,409 27	.....	169 29	.....	.....	.....	.....	178,345 69
	144,425 00	325 00	49,923 93	8,481 46	236,717 34	207,790 90	15,701 73	737,878 43	2,861 13	370 00	5,792 96	22,081 37	330 00	1,432,679 25

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1902.

CHAS. H. BEDDOE,
Accountant.

DOMINION LANDS REVENUE.

I.—STATEMENT of Gross Receipts (Cash and Scrip) on account of Dominion Lands Revenue for the fiscal year 1901-1902, compared with the previous fiscal year.

Particulars.	Fiscal Year 1901-1902.	Fiscal Year 1900-1901.	Increase.	Decrease.	Net Decrease.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion Lands Agencies	371,052 84	425,704 53		54,051 69	
Crown Timber Agencies	165,338 61	134,505 52	30,833 09		
Rocky Mountains Park of Canada	2,861 13	4,047 31		1,186 18	
Hay, Mining, Coal, Stone and Grazing Lands	23,802 86	34,090 32		10,287 46	
Miscellaneous	28,219 47	36,189 40		7,969 93	
	591,874 91	634,537 08	30,833 09	73,495 26	
Yukon Territory	840,804 34	1,239,622 01		398,817 67	
	1,432,679 25	1,874,159 09	30,833 09	472,312 93	441,479 84

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1902.

CHAS. H. BEDDOE,
Accountant.

No. 27.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
SCHOOL LANDS BRANCH,
OTTAWA, August 21, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report of the transactions of the School Lands Branch of the Department for the fiscal year ending June 30, 1902.

No general auction sales of school lands were held either in Manitoba or the North-west Territories during the past fiscal year, but by your instructions the four quarters of section 11, township 4, range 22, west of the 1st meridian, were offered for sale at public auction at Deloraine on April 4 last, subject to an upset price of $5 per acre, and were disposed of as follows :—

	Per Acre.
South-east quarter	$ 7 25
South-west quarter	7 75
North-east quarter	5 50
North-west quarter	5 50

In addition to this the land required for the right of way of the Canadian Northern Railway through sections 11 and 29, township 15, and section 29, township 16, in range 12, west of the 1st meridian, comprising in all 21·36 acres, was sold to the company under the provisions of the Railway Act at a valuation approved by Order in Council, that is to say, $5 per acre, except for the south-west quarter of section 29, township 15, range 12, west of the 1st meridian, which was valued at $6 per acre

The total area of Manitoba school lands disposed of to July 1, 1902, is 280,625·73 acres for the principal sum of $2,241,720.28. From this, however, must be deducted 8,083·94 acres for cancellations and correction surveys, representing $54,039.19, leaving a net area of 272,541·79 acres sold for $2,187,681.09 principal money. Of this amount, $803,881.31 principal was collected to July 1, 1902, as well as $180,158.28 interest, making the total sum collected to that date on account of sales of Manitoba school lands $984,039.59. This leaves a balance of principal outstanding of $1,383,799.78. The bulk of this sum, however, is not yet due, being derived from the auction sales of June, 1900, the purchase money of which is payable in ten equal annual instalments.

Application having been made by the government of Manitoba for the payment to the province of all moneys collected by the Dominion government on account of Manitoba school lands, exclusive of the principal moneys of sales, and the law officers of the Crown having advised that the province is entitled to be paid all the revenue collected from such sources, exclusive of the principal moneys received on account of such sales, an Order in Council was passed on June 11 last authorizing the payment to the province of the sum of $175,013.74, being the interest collected on account of sales of

Manitoba school lands to April 1, 1902, and of the further sum of $49,101.02, being the amount received by the department to the same date on account of these lands from all other sources except the principal moneys of sales, making in all the sum of $224,114.76, for which amount a Finance Department cheque No. 9166 was issued and was forwarded to the Provincial Treasurer on June 30 last.

The same Order in Council further provides that payment shall be made annually to the province of all revenue from the same sources received since April 1, 1902.

The revenue from Manitoba school lands for the past fiscal year was as follows :—

Sales, $176,611.99, of which $107,834.10 was principal and $68,777.89 interest.

Cultivation permits	$ 559 41
Grazing leases	903 25
Timber	477 08
Hay permits	1,716 70

making a net total, after deducting refunds, of $180,268.43.

The revenue from the Territories for the same period was as follows :—

Sales, $6,387.05, of which $3,748.12 was principal and $2,638.93 interest.

Cultivation permits	$ 57 25
Grazing leases	3,877 15
Timber	537 50
Hay permits	848 30
Coal	30 00

or in all, a net total, after deducting refunds, of $11,737.25, making the total net revenue for the year from Manitoba and the Territories, $192,005.68.

By your instructions, all the business in connection with the issue of grazing and hay leases of school lands in Manitoba and the North-west Territories, as well as the permits for hay, timber and coal, which had hitherto been dealt with by the Timber and Mines Branch of the Department, was on July 1, 1901, placed under the control of this branch. The agents of Dominion lands in Manitoba and the North-west Territories were prior to that date advised of the proposed change and were instructed that from that date all revenue collected by them on account of school lands must be reported weekly to the School Lands Branch of this Department on a special form furnished them for that purpose, accompanied by the coupons of all receipts and permits issued on account of school lands, and that a monthly summary of school lands revenue must also be furnished to this branch.

They were also supplied with special forms of receipts for school lands numbered consecutively, with additional coupons for the Auditor General. Special forms of hay and timber permits for school lands were also furnished.

The entire business in connection with school lands is therefore now under the control of this branch. This change has of course added very considerably to the work of the office, involving as it does the checking and posting of the agents' returns ; the preparation and issuing of grazing leases ; the opening and posting of new accounts and the additional correspondence in connection therewith.

There has been a strong demand within the past fiscal year for leases of school lands for grazing purposes and 155 new leases have been issued, 35 of which were for lands in Manitoba and 120 for lands in the North-west Territories.

In view of the applications made from time to time to lease school lands for coal mining purposes, it was decided to submit to the Governor in Council for approval

regulations for the issue of such leases, and as you are aware, an Order in Council was passed on June 20 last approving and confirming such regulations. This was, however, amended by Order in Council of the 26th of the same month by providing that the term of the lease issued for coal mining purposes of school lands should be twenty years instead of ten years. Already a number of applications have been received for leases of school lands for this purpose.

Appended herewith is a revenue and expenditure statement showing the position of the School Lands Fund of Manitoba, and of each of the provisional districts of the North-west Territories on July 1, 1902.

I have the honour to be, sir,
Your obedient servant,

FRANK S. CHECKLEY,
Clerk in Charge.

Manitoba School Lands.

Particulars.	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1901		757,328 09
Sales, 12 months ended June 30, 1902		176,611 99
Timber, hay and grazing, 12 months ended June 30, 1902		3,097 03
Rental for cultivation purposes, 12 months ended June 30, 1902		559 41
Interest, 12 months ended June 30, 1902		25,086 24
Cost of management at Ottawa, 12 months ended June 30, 1902	875 00	
Expenses, being examination, valuation and auctioneers' fees, printing and advertising, &c., 12 months ended June 30, 1902	4,188 41	
Revenue collected on account of timber, hay, grazing, cultivation and interest on sales, from the commencement to April 1, 1902, paid to the Manitoba Government under Order of Council of June 11, 1902	224,114 76	
Interest paid to Manitoba Government to June 30, 1902	25,086 24	
Balance, June 30, 1902	708,418 35	
	962,682 76	962,682 76

Assiniboia School Lands.

Particulars.	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1901		19,109 64
Sales, 12 months ended June 30, 1902		6,387 05
Timber, hay and grazing, 12 months ended June 30, 1902		1,556 17
Rental for cultivation purposes, 12 months ended June 30, 1902		22 50
Interest, 12 months ended June 30, 1902		650 44
Cost of management at Ottawa, 12 months ended June 30, 1902	437 50	
Expenses of advertising, &c., 12 months ended June 30, 1902	60 22	
Interest paid to Government of the North-west Territories to June 30, 1902	650 44	
Balance, June 30, 1902	26,577 64	
	27,725 80	27,725 80

Alberta School Lands.

Particulars.	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1901		50,336 86
Timber, hay and grazing, 12 months ended June 30, 1902		3,634 18
Rental for cultivation purposes, 12 months ended June 30, 1902		34 75
Interest, 12 months ended June 30, 1902		1,140 32
Cost of management at Ottawa, 12 months ended June 30, 1902	437 50	
Expenses for advertising, &c., 12 months ended June 30, 1902	70 15	
Interest paid Government of the North-west Territories to June 30, 1902	1,140 32	
Balance, June 30, 1902	53,498 14	
	55,146 11	55,146,11

Saskatchewan School Lands.

Particulars.	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1901		1,075 02
Timber, hay and grazing, 12 months ended June 30, 1902		102 60
Interest, 12 months ended June 30, 1902		33 07
Expenses, for advertising, &c., 12 months, ended June 30, 1902	20 00	
Interest paid Government of the North-west Territories, 12 months ended June, 30, 1902	53 00	
Balance, June 30, 1902	1,157 62	
	1,210 69	1,210 69

Department of the Interior,
School Lands Branch,
Ottawa, 21st August, 1902.

No. 28.

REPORT OF THE REGISTRAR.

Department of the Interior,
Correspondence Registration Branch,
Ottawa, July 11, 1902.

James A. Smart, Esq.,
Deputy of the Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit two statements showing the work of this branch for the fiscal year ending June 30 last.

The statement 'A' is made to show the work during each month and you will notice that, so far as the correspondence is concerned, the latter half year is the heaviest yet experienced by the department.

The number of letters sent out by this branch shows an increase over last year, notwithstanding that letters sent by the Immigration Branch, which were up to last year put through our books are now dealt with by that branch.

The amalgamation of the files of the office of Commissioner of Dominion Lands, with those of the department, is progressing slowly (only 8,300 being so dealt with during the year), owing principally to the lands being entered for since transfer of that office to headquarters, and the general correspondence conducted by this branch now including that of the Commissioner of Dominion Lands.

I am, sir, your obedient servant,

K. J. HENRY,
Registrar.

STATEMENT A.

STATEMENT of work done in the Correspondence Registration Branch during the year ended June 30, 1902.

From July 1, 1901, to June 30, 1902.	Letters Received.	Letters Sent.	Registered Letters Received.	Registered Letters Sent.	Telegrams Sent.	Totals.
July	5,625	8,532	439	1,344	125	16,065
August	5,130	7,991	390	1,075	80	14,666
September	4,341	5,992	386	848	124	11,691
October	4,450	7,108	374	1,023	75	13,030
November	5,030	6,380	346	1,036	39	12,831
December	5,557	6,943	516	1,344	27	14,387
Total first half year	30,133	42,946	2,451	6,670	470	82,670
January	6,012	8,166	460	1,113	85	15,836
February	5,580	7,688	493	1,332	51	15,144
March	6,608	8,184	483	1,338	72	16,685
April	6,934	8,618	493	1,426	127	17,598
May	5,810	9,753	438	1,547	114	17,662
June	6,645	9,499	472	1,239	110	17,965
Total second half year	37,589	51,908	2,839	7,995	559	100,890
Total first half year	30,133	42,946	2,451	6,670	470	82,670
Total second half year	37,589	51,908	2,839	7,995	559	100,890
Total for year ended June 30, '02.	67,722	94,854	5,290	14,665	1,029	183,560

The number of pages compared during the year was 6,573.
The number of pages of Letter Book indexed was 57,750.

Moneys received.

	July 1, 1901, to June 30, 1902.
	$ cts.
Cash	9,660 97
Cheques	193,180 87
Scrip	111,584 36
Scrip orders	13,447 36
Money orders	55,126 31
Total	382,999 87

No. 29

REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE GEOGRAPHER,
OTTAWA, September 24, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to report as follows on the work of my office during the past year.

The assignment of work was much the same as in the previous year.

Mr. J. E. Chalifour has been engaged on the large map of the Dominion, making additions necessitated by the new surveys, correcting proofs, &c. He has also compiled a map of Yukon Territory, and has commenced the compilation of the British Columbia 'Railway Belt' map.

Mr. W. J. Graham has compiled the Banff and Lake Louise sheets of the Rocky Mountain map and part of the map of the Rocky Mountains between the Canadian Pacific and the North Saskatchewan.

Mr. H. A. Baine has compiled Sheet 1 S.W., and part of Sheet 1 S.E., of the Western Ontario map. He has also drawn the hill-shading for the large map of Canada.

Mr. A. A. Linnell has completed the three-sheet map of Manitoba and the Northwest Territories, and has kept the original map up to date by the addition of the results of the new surveys as soon as filed.

Mr. H. Taché has been employed on the compilation and reduction of plans for the Ontario and Rocky Mountain maps.

Mr. G. E. Dumouchel has made reductions for the Dominion and Ontario maps.

Mr. M. W. Sharon has traced MSS. plans in the Department of Railways and Canals and has made reductions for sundry maps.

Mr. H. W. Wilson was appointed January 7, and has calculated the areas of the townships, parishes, counties and principal lakes for the census report.

Mrs. D. E. Waine has been employed as stenographer and typewriter, has completed a card index of the geographical names included in the new map of Canada and names approved by the Geographic Board.

The need of a new and accurate map of Canada engraved on copper or steel to permit the publication of subsequent up to date editions, has long been felt, the Geological Survey map of 1866—the only map of this kind hitherto published—being completely out of date owing to the extensive surveys and explorations that have been made since its publication. In view of the above the compilation of a map of this kind was commenced as soon as possible after my appointment and has been steadily pressed to completion. The lack of an accurate topographical survey ; the numerous sources from which information must be obtained ; the difficulty, in many cases of obtaining access to the plans of old and almost forgotten surveys ; the necessity of incorporating surveys that are being made concurrently with the compilation of the map which, frequently, alter the work almost as soon as completed ; the necessity of referring all names to the Geographic Board and the great labour involved in reducing from the original plans—thus avoiding the errors that inevitably creep into the best

maps—all tend to make the compilation of such a map a long and tedious operation. It is now in the press and will be ready for distribution in a few weeks. The publication has been delayed beyond the anticipated date but, as the delay has permitted the inclusion of the surveys of 1901, it has enured to the betterment of the map. Of the 6,000 names included in this map, which have been referred to the Geographic Board, 427 were finally approved and the remainder, 5,573 were approved provisionally. As the former includes practically all the names that were considered debatable, this is equivalent to an approval of the whole. Preparing the lists of these names, with all known variant forms or different names applied to the same feature, and investigating their history, &c., has occupied a great deal of my time and consequently has tended to delay the progress of the work.

The map consists of eight sheets, each 25 inches by 26, in eight colours ; is drawn on an oblique secant cylinder projection—with 110° W. long. as the central meridian—includes the whole of Canada, with the exception of some of the Arctic islands, Newfoundland and the northern states, and is on a scale of 35 miles to 1 inch and makes when mounted, a map, approximately, 9 feet by 5 feet. It is engraved on copper and printed on stone, the black and colours for the eight sheets, requiring sixty-eight stones. Being engraved on copper, subsequent editions or regional maps covering any portion of the whole, can be published from time to time, the results of new surveys being added as required. As examples of the expeditiousness and economy of copper-plate maps I may mention that the maps to be published in the *Economic Atlas* referred to below will be transferred from the plate of the large and small maps of the Dominion, thus producing excellent maps at a minimum of cost.

The *Economic Atlas* will include the following —

(1.) Map of Canada on a scale of 35 miles to 1 inch, showing the principal mineral occurrences, forests, agricultural and dairy resources, railways, &c.

(2.) Geological map of Canada—scale 100 miles to 1 inch.

(3.) Hypsometric map, on a scale of 100 miles to 1 inch, showing the elevation of the land surface.

(4.) Map showing telephone and telegraph lines and canals.

(5.) Maps showing isotherms for each month of the year.

(6.) Isobars for the seasons and for the year.

(7.) Limits of trees and shrubs.

Diagrams will also be added showing the population, density of population, increase of population, percentage in various census years of urban and rural population, industries, manufactures, exports, &c.

The value of these economic maps is obvious, but a few of the principal uses may be cited.

The large economic map will indicate in a general way the enormous, though largely undeveloped mineral, agricultural and forest resources of the country and will also show the great possibilities of development. The isothermal maps indicate in a general way the limits of cultivation, for instance, the isotherm of 60° for July, marks approximately the northern limit of practicable agriculture. On examining the map we find that it passes through Lake Mistassini in Quebec, north of York Factory in Ontario, through Great Slave lake, and the southern portion of Great Bear lake in the North-west Territories and north of Dawson in Yukon. Vegetables of all kinds and of excellent quality have been grown near Dawson in what was formerly supposed to be a country of eternal frost. C. C. Georgeson, special agent of United States Department of Agriculture, says in the *National Geographic Magazine* for March, 1902: 'At Dawson I have seen a magnificent display of native-grown vegetables comprising all the hardy kinds ; and at the Chamber of Commerce rooms of that town are displayed fine samples of barley, oats, and wheat in many varieties, perfectly normal in all particulars, and grown there by a local experimenter. At Eagle I have seen all the foregoing crops, and in addition a luxuriant growth of sweet peas, poppies, mignonette, and a host of other flowers in full bloom. At Holy Cross Mission I ate new potatoes, cauli-

flower, cabbage, carrots, beets, lettuce and radishes in the beginning of August, all produced in the mission gardens at Rampart, in latitude 65°, a station was established by the Department of Agriculture, in the summer of 1900. Winter rye, seeded there in August of that year, lived through the winter perfectly under a good covering of snow. Although the temperature fell to 70° below zero, it came out in the spring in perfect condition, and matured grain by the first of August, 1901. Barley seeded in May of the latter year was ripe by the middle of August.'

Of the immense area of the country to the south of this isothermal line only the fringe has been occupied by settlement. Although, owing to the more or less rigorous climate, the extreme northern part is incapable of producing wheat, the fertile soil will permit the maturing of oats, barley, flax and other hardy crops, even in this portion.

It is desirable that a 'water power' map should be included, but unfortunately, the available information is of too fragmentary and unreliable a nature to justify the attempt. The heights of many of the falls in the principal rivers, and altitudes of railway stations and higher mountain peaks, however, have been added to the 'Economic Resources' map.

Owing to the absence of coal-bearing rocks in Ontario and Quebec, the importance of their magnificent water powers can hardly be over-estimated. The great Archaean nuclear tract, which forms such a large portion of these provinces and of the northern territories, is a great gathering-ground for innumerable streams, which flow from lake to lake, usually in a series of rapids and falls with intervening stretches of 'slack water' —the lakes forming natural reservoirs whose capacity can usually be much increased, if necessary, by damming their outlets. In addition to the manufacture of wood-pulp, operation of electric railways and machinery of all kinds and production of electric light, water power is of great value for the manufacture of calcium carbide, aluminium, &c., for hydraulic mining, operating hoists and locomotives in mines, &c.

North of the height-of-land, in Ontario and Quebec is one of the greatest spruce forests in the world, which will undoubtedly be, at a comparatively early date, one of the principal sources of supply for the paper mills of America. This timber must be converted into pulp near the place of origin, and can only be so converted by water power.

Last November I published my 'Altitudes in Canada'—the first comprehensive report on the known altitudes in the Dominion. Although it is more useful in this form for civil engineers, the information required by the average individual is not readily found. I have therefore compiled a 'Dictionary of Altitudes,' in which the names of localities are arranged alphabetically under the heads of the various provinces and territories in which they are situated. In addition to the elevations of the railway stations the more important features of the vicinity have been added under the same head, thus collecting in a condensed form all the known altitudes of the towns and cities.

It will be accompanied by a relief map, on a scale of 100 miles to 1 inch, showing by varying depths of colour the portions of country between sea level and an altitude of 100 feet; between 100 and 500, 500 and 1,000, 1,000 and 2,000, 2,000 and 5,000, 5,000 and 10,000 and above 10,000. This will be a distinct advance on the map accompanying my 'Altitudes in Canada,' which is on too small a scale, viz., 250 miles to 1 inch.

The difficulties encountered in compiling the new map of Canada emphasize the need of a good topographical survey of, at least, the well-settled portions of the Dominion. A few years ago I made a survey between two well determined points on Georgian bay and the east end of Lake Ontario, respectively, which showed that part of Central Ontario as shown on the best existing maps, was over two miles out in longitude and over a mile in error in latitude. Although our maps show streams, lakes, &c., even in extreme north, much of the information on which this is based is of the vaguest kind. Much of it is derived from the rough surveys of officers of the Hudson's Bay Company and travellers; or from accounts and sketches of Indians or other persons—

not surveyors—who may have traversed the district. While most of this unsurveyed country lies to the north, still there are large areas, like southern Keewatin, of which little is known, and, while not susceptibale to agriculture throughout the whole area, undoubtedly contain great forest and, probably, great mineral wealth.

The waste of time involved in copying the geographical material in the possession of other departments indicates the great economy of time and money that would be effected by the formation of a geographical branch—referred to in my report of last year—which would undertake, at least, the mapping of the various departments now under the Honourable the Minister of the Interior. It is not too much to say that the largely increased effectiveness and expedition of the work produced by such an organization would, in a short time, induce other departments to request that their map work be taken over also.

Below is a list of maps published, in press and in progress.

Dominion of Canada and Newfoundland—eight sheets, each 25 inches by 26 inches; extends from the Atlantic to the Pacific and from Baltimore and Salem (Oregon), on the south to Cumberland sound and Herschel island on the north. Scale, 35 miles to 1 inch.—*Published.*

Dominion of Canada and Newfoundland—one sheet, 16 inches by 36 inches. Scale, 100 miles to 1 inch.—*Published.*

Rocky Mountains, Banff sheet—showing country in the vicinity of Banff. Scale, 2 miles to 1 inch.—*Published.*

Rocky Mountains, Lake Louise sheet—showing country between Castle Mountain and Leanchoil. Scale, 2 miles to 1 inch.—*In press.*

Rocky Mountains, North Saskatchewan sheet—showing country between the Canadian Pacific Railway and the North Saskatchewan. Scale, 4 miles to 1 inch.—*In progress.*

Yukon—extends from Lynn canal on the south to Eagle on the north and from the Pacific to the Frances river. Scale, 12 miles to 1 inch.—*In progress.*

British Columbia Railway Belt—showing the 'Railway Belt' in British Columbia. Scale $\frac{1}{3\,9\,6\,0\,0\,0}$ or 7·9 miles to 1 inch.—*In progress.*

Manitoba and North-west Territories—includes Manitoba, Assiniboia, Saskatchewan, Alberta and south-western portion of Keewatin ; 3 sheets, each 25 inches by 36 inches. Scale, 12½ miles to 1 inch.—*In press.*

Manitoba—Scale, 12½ miles to 1 inch.—*In press.*

Assiniboia—Scale, 12½ miles to 1 inch.—*In press.*

Saskatchewan—Scale, 12½ miles to 1 inch.—*In progress.*

Alberta—Scale, 12½ miles to 1 inch.—*In progress.*

Sheet 1, S.W., Ontario—includes Essex, Kent and Lambton counties. Scale, 4 miles to 1 inch.—*In progress.*

Sheet 1, S.E., Ontario—includes Elgin, Middlesex, Oxford and portions of Huron, Perth and Norfolk counties.—*In progress.*

Economic Atlas—includes the following maps :—

(*a.*) Economic resources, mineral, forest, agricultural, dairy, &c., also principal telegraph lines and cables.

(*b.*) Geology.

(*c.*) Hypsometric map.

(*d.*) Canals and telegraph and telephone lines of eastern Canada.

Also temperature and other maps with diagrams showing increase of population, exports, &c.—*In progress.*

I have the honour to be, sir,
Your obedient servant,

JAMES WHITE,
Geographer.

PART II.

IMMIGRATION

IMMIGRATION

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 17, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you my own report and those of the immigration agents in Canada, the United States and Europe, for the year ending June 30, 1902. These reports enter fully into the details of our immigration work for that period.

CORRESPONDENCE.

The correspondence of this branch is very largely increasing each year, as appears by the following table :—

The number of attachments to our files at the head office was, 1900 (6 months), 16,683 ; 1900-1901, 44,051 ; 1901-1902, 51,866.

All inquiries are promptly dealt with either by correspondence or the personal attention of our agents or both.

DISTRIBUTION OF LITERATURE.

Applications for information to the number of 90,360 were received at the head office, and to these addresses were sent 284,616 pamphlets, maps and newspapers. We also sent 90,000 pamphlets to 45,000 addresses on a special list of farmers and others in the possession of the department, and to 18,749 German addresses taken from the same list and from lists supplied by the United States agents, we sent 164,996 copies of *Der Nordwesten* and the 'Descriptive Atlas' in German.

On application from our agents in Great Britain, the United States and Canada, we sent 358 cases of literature, containing in the aggregate 321,768 pamphlets, maps, &c., and we distributed 572,200 special copies of newspapers containing immigration matter, making a total distribution of literature from the head office for the year of 1,433,380 copies.

PUBLICATIONS ORDERED FOR DISTRIBUTION.

Twenty-three separate publications were ordered for distribution, comprising in the aggregate 1,848,755 copies.

EXHIBITS.

The exhibits of fruit, grain, grasses, vegetables and minerals displayed by our agents, is undoubtedly one of the best means of affording accurate information concerning the agricultural resources of Canada. These exhibits, collected in large quan-

tities by the department, are shown by the agents at the state and other fairs in the United States and at similar shows in Great Britain. Special travelling cases are also supplied the agents, who are thus able to take an exhibit with them, in the ordinary course of their work.

ADVERTISING.

In the United States this important part of our work has been carried on in much the same way as last year, namely, by advertising for periods of two or three months at a time in country papers, to the number of about 7,000, but in Great Britain a decided change was made, the details of which are fully dealt with in your report and that of the inspector of United States agencies, who with you visited Great Britain in January and February of the present year. The report of the High Commissioner and that of the Commissioner of Emigration for Europe also deal with this phase of the work. Special advertisements appeared in a number of Canadian newspapers with the object of pointing out to our own people the possibilities and advantages of western Canada, and the settlement regulations relating thereto.

ARRIVALS.

The arrivals for the year ending June 30, 1902, total 67,379, as against 49,149 for the previous year, classified as follows :—

British—		
English and Welsh	13,095	
Scotch	2,853	
Irish	1,311	
		17,259
Continental—		
Galicians	6,550	
Germans	1,048	
Hungarians	1,048	
Austrians	320	
Scandinavians	2,451	
French and Belgians	654	
Russians and Finlanders	3,759	
Miscellaneous	7,902	
		23,732
United States		26,388
Total		67,379
Those from Great Britain show an increase over last year	5,449	
Those from the continent of Europe show an increase over last year	4,380	
Those from the United States show an increase over last year	8,401	
Total increase	18,230	

The following table shows the arrivals for the years 1899 to 1902.

——	1899.	1900. (six months)	1901.	1902.
United States	11,945	8,543	17,987	26,388
English and Welsh	8,576	4,129	9,401	13,095
Scotch	1,337	669	1,476	2,853
Irish	747	343	933	1,311
Galicians	6,700	4,992	4,702	6,550
Germans	780	476	984	1,048
Scandinavians	1,526	714	1,750	2,451
French and Belgians	413	253	492	654
Russian and Finlanders	735	1,310	1,726	3,759
Hungarians	276	370	546	1,048
Austrians	131	155	228	320
Miscellaneous nationalities	11,377	1,941	8,924	7,902
Totals	44,543	23,895	49,149	67,379

Statement showing Immigration from 1899 to 1902 under the following heads :—

——	1899.	1900. (six months)	1901.	1902.
British	10,660	5,141	11,810	17,259
Continental	21,938	10,211	19,352	23,732
United States	11,945	8,543	17,987	26,388
Totals	44,543	23,895	49,149	67,379

CHILDREN ARRIVALS.

It is worthy of note that while it may be considered that a large number of children are arriving in Canada yearly, the supply falls far short of the demand.

Year.	Children Arrived.	Applications Received.
1st 6 mos. 1900	977	5,783
Fiscal year, 1900-01	1,540	8,587
" 1901-02	1,721	9,591

DELEGATES.

A large number of delegates have, as usual, visited Western Canada and New Ontario during the year, those receiving transportation from the Canadian Pacific Railway through the head office here, numbering 186, from the following states and countries:—

Alabama	2
Connecticut	4
Dakota, north	13
Dakota, south	9
Idaho	1
Illinois	5
Indiana	14
Indian Territory	1
Iowa	2
Kentucky	4
Michigan	50
Minnesota	28
Ohio	20
Pennsylvania	4
Virginia	3
Wisconsin	16
Tennessee	1
Kansas	2
Sweden	2
Patagonia	2
New York	3
Total	186

The question of securing more suitable office accommodation for the immigration service in London is now in practical shape before the department and will shortly be favourably settled, thus affording better opportunities for carrying on successfully and discussing work in Great Britain and on the continent.

Canadian exhibits will be better displayed and the general public brought more easily in contact with our officials.

THE WELSH COLONY IN PATAGONIA.

The department having reason to believe that the members of the Welsh colony, established in Patagonia many years ago, were not satisfied with conditions there, and were contemplating moving elsewhere—probably to Canada—appointed in the summer of 1901, W. J. Rees, of Swansea and W. L. Griffith, our agent at Cardiff, as delegates to visit this colony, with a view to ascertaining the nature and extent of the proposed movement.

The delegates visited the colony and found a general desire prevailing to seek a home where the surroundings were more congenial, and the means of obtaining a livelihood more certain. The representations made by Messrs. Rees and Griffith regarding Canada as a field for settlement were well received, as is evidenced by the arrival during the present year of over 200 persons from this colony, who are now settled in the neighbourhood of Saltcoats, north-west of Winnipeg.

The arrivals for the year covered by this report have been well up to the standard; very few cases of sickness have been reported, and these of a not serious character.

The large increase in the number of people entering through the ocean ports, or across the international boundary, has materially added to the duties of our officers, but I am pleased to report that these duties have been cheerfully and well performed and that complaints are particularly conspicuous by their absence.

I have the honour to be,
Your obedient servant,

FRANK PEDLEY,
Superintendent of Immigration.

REPORTS OF THE HIGH COMMISSIONER AND EUROPEAN AGENTS

No. 1.

REPORT OF THE RIGHT HONOURABLE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., HIGH COMMISSIONER FOR CANADA.

LONDON, S.W., August 8, 1902.

The Honourable
The Minister of the Interior,
Ottawa.

SIR,—The fiscal year just closed has been one of unprecedented activity in connection with the emigration work of this office in the United Kingdom.

The rapidly growing popularity of Canada in this country, based upon a wider knowledge of her resources, and due no doubt also in a measure to the share which the Dominion has taken in the late war, rendered the present time especially opportune for taking special means to stimulate this interest and if possible to focus it upon the great attractions which Canada, and Western Canada in particular, offers to the British settler. In order to effect this object in a signal manner it was felt that some radical change in the methods of propaganda hitherto followed would be necessary, and considerable thought was given to the elaboration of such a policy. The measures ultimately adopted were novel in many respects. They involved a departure from the beaten road of publicity along which a government office is generally supposed to proceed and were, frankly, commercial rather than official in their conception and execution. This feature was particularly aimed at in the system and character of the advertising undertaken in the public press, and it had important and practical results. Again, the get-up and character of the special literature prepared for distribution was framed primarily so as to attract, and the circulation of the printed matter was carried out through channels and in directions which had hitherto not been attempted. Special efforts were made to interest certain classes of individuals and institutions which were considered to have opportunities of influencing others for their own good, such as the clergy of the Established Church and ministers of the various free (Nonconformist) churches, and the many organizations connected with these and other religious bodies, the head-masters of elementary and secondary schools, the public libraries, the mayors and town clerks in the United Kingdom, the working men's institutes, the parish and village reading rooms, &c. In this connection a special circular addressed to these gentlemen inviting their assistance in directing the attention of people to Canada on national and imperial grounds has led to the establishing of useful connections and enlisting the co-operation of public spirited men and women on behalf of Canada in all parts of the country, a policy which it will be my endeavour to cultivate with all possible attention.

The presence of the Deputy Minister of the Interior in England early in this year was also availed of to secure the publication of extended interviews with him in all the leading metropolitan and provincial papers. The result of these efforts I am glad to say became immediately apparent in the volume of written inquiries received.

Another important feature in the work of this office during the present year arose out of an innovation suggested by the Deputy Minister, viz., the organization of specially conducted parties. It was held that that additional sense of security

would be created in the minds of those intending to emigrate were parties of emigrants organized at stated intervals and conducted to Canada in charge of government officials. Seventeen such parties in charge of officials connected with the department's emigration propaganda in this country and other gentlemen selected by the Department of the Interior, left the ports of Liverpool and Glasgow between March 6 and June 19. The suggestion proved in practice a most popular one. The results attained have justified, in every particular, the experiment, and I strongly recommend the continuance of this policy next season.

My remarks on the measures taken in connection with bringing Canada prominently before the British public would not be complete without reference to the prominence which was secured for the country by the action of the Department of the Interior in authorizing the erection of the Canadian Arch in Whitehall in connection with the arrangements made for the coronation of His Majesty the King. It is the merest truism to say that Canada's proposal to identify herself in this original and striking manner with the coronation programme was received with the greatest appreciation by the British public and press. The structure which has stood for so many weeks in Whitehall has remained throughout one of the chief centres of attraction and interest, not only to Londoners, but to the vast number of visitors who have come from all parts of the world to the metropolis. It was impossible in the time allotted for preparing and carrying to completion this project, to represent Canada in all the varying phases of its productive life. A more elaborate presentation of the Dominion could probably have been given if no other idea had been present in the minds of those charged with the erection of the arch than that of broadly advertising the Dominion. A proper sense of propriety in respect to the time and the occasion had to be observed, and while the arch was decorated so as to bring clearly to the minds of the British public some conception of the vast cereal capabilities as well as possibilities of the Dominion incident to the future development of its resources, the supreme occasion could not be forgotten for which the permission for the erection of the structure had been secured.

The press in the United Kingdom as well as in Scandinavia, Germany, Austria, Russia, Holland, Belgium and France have described, with most favourable comments, this original and characteristic enterprise on the part of the government of Canada. On account of this, Canada has been given a prominence in ordinary journalistic work in the illustrated newspapers and periodicals commensurate with its importance as an integral part of the British Empire, and certainly not second to the prominence which for so many years has been given to Australian and South African interests in this metropolitan city of the Empire. There can be but little doubt that the erection of the Canadian arch in Whitehall has brought more clearly to the minds of the British public the vast resources and possibilities of the Dominion than had ever been done or is likely to be done under ordinary circumstances.

The conclusion of the war has brought the emigration propaganda for Canada into active competition with efforts put forth through Imperial official sources to divert the stream of emigration which has hitherto gone from Great Britain either to the United States, Canada or Australia, to South Africa, where the great problem in connection with the imperialistic idea of governing our new dependencies is to increase as much as possible and strengthen the English speaking communities in those countries. It has been evident for two years or more, as I have already had occasion to intimate to you, that the authorities in this country would very likely co-operate with those in South Africa in offering special inducements to British subjects to people the newly-acquired dependencies on the conclusion of the war, and the appearance this week of the new blue-book on South African affairs detailing the recommendations that have been made by Lord Milner for placing settlers on the land with government assistance will explain the wide reaching and formidable character of the operations to be undertaken.

The fact that in carrying on an emigration propaganda for Canada, competition of this character is encountered, makes it all the more necessary that there should be no relaxation of our efforts. The Department of the Interior is, I feel, strongly possessed of this idea, so that I have no doubt I shall continue to receive its co-operation in presenting Canada to the people of this country as a field where the prospects for success under ordinary circumstances, are at least as favourable as in any other part of the world.

Your obedient servant,

STRATHCONA.

No. 2.

REPORT OF W. T. R. PRESTON, COMMISSIONER OF EMIGRATION FOR GREAT BRITAIN AND EUROPE.

London, August 6, 1902.

The Right Honourable
The High Commissioner for Canada,
London.

My Lord,—The financial year which has just closed has established a record in connection with emigration work in Great Britain and the continent of Europe.

The organization for an effective propaganda throughout Scandinavia and Europe is of a satisfactory character, increasing in efficiency, and is calculated to result in a movement towards Canada of the most desirable classes of emigrants.

Incident to the special efforts which were put forth in carrying on an emigration propaganda in the United Kingdom, as the outcome of the visit of the Deputy Minister of the Interior, and the Inspector of the United States agencies to this side of the Atlantic, the written inquiries received at this office alone to June 30 reached the unprecedented number of 19,000 in comparison with 8,700 of the same class in 1901, and 6,000 in 1900. I should add that the inquiries made in person were on a correspondingly large scale.

Incident to the change in the management of this office an early decision was arrived at to effect a radical change in the methods of advertising hitherto followed. The benefits to be derived from this became evident within a day or two after the adoption of the new policy. The correspondence became so voluminous that additional clerical assistance was immediately required, and the lengthening of the office hours became an absolute necessity. It needed all the attention that could be given to the details of the work to keep up with the continual demand for information from personal inquiries and by correspondence.

Early in the year it was evident that a much larger movement towards Canada would take place from this side of the Atlantic than heretofore. The bookings commenced earlier in the season, and long before the time fixed for the sailing of the more favoured steamships all the accommodation was booked. The more closely the full details of these arrivals in Canada are inquired into, and compared with former years, the more marked the character of this unprecedented movement towards Canada will be seen.

In consequence of the changes which were contemplated in carrying on the work in Scotland owing to Mr. Grant's services being dispensed with and Mr. Duncan being transferred to London, it was considered necessary to secure the more hearty co-operation of booking agents in Scotland, and the northern part of England, more especially, in furthering emigration to Canada. With this object in view several of these gentlemen were appointed as sub-agents of the department, and were offered special inducements in order to secure their assistance in favour of Canada, by making it worth their while to advance Canadian emigration in preference to that of emigration to other parts of the world. It might be borne in mind that in this particular booking agents very frequently have considerable influence with local residents who, desiring to emigrate, possess very little knowledge of the various countries of the world, and naturally look to the booking agents as authorities upon questions of that character.

Advertising the personally conducted parties, furnishing the steamship companies, including the Elder-Dempster Company, with the lists of applicants for information at the various government offices, the appointement of local booking agents as sub-agents

of the government, and allowing them to advertise that fact, resulted shortly afterwards (in a most unexpected manner), in the department finding itself in conflict with the representatives of the great North Atlantic Steamship Combine.

It might be explained here that for several years a conference or combination has existed in connection with the North Atlantic emigration traffice between all the great steamship lines, with the single exception of the Elder-Dempster or Beaver Line. The 'Conference' was undoubtedly established with a view to 'protecting the interests of the steamship companies and of fixing the minimum rate which could be charged by the companies for trans-Atlantic transportation.' These rates were maintained by the 'Conference Lines' under severe penalties for the infraction or violation of the terms of their agreement.

The Elder-Dempster Line, however, had remained out of the 'Conference' and was at liberty, and probably sometimes took advantage of its liberty, to quote a lower steerage rate under certain circumstances than the 'Conference Lines' were willing to compete against. The 'Conference Lines,' comprising as they do all the great steamship companies, with the one exception, have in the aggregate some thousands of booking agents stationed in every important centre or locality throughout the United Kingdom. These booking agents sometimes represent two or three or more of the steamship companies, and they are debarred by the regulations of the steamship conference from representing any steamship company, or from booking or selling tickets by any line not in the 'Conference.' The effect was that the Elder-Dempster Company were able to have but a limited number of agents throughout Great Britain as compared with the vast number of those who worked under the regulations of the 'Conference.' From this it will be seen that under ordinary circumstances, and in view of the expense that had to be incurred by advertising their own line and standing practically alone in competition with the 'Conference Lines,' the Elder-Dempster Company was under a serious disadvantage. But with the possession of the names on the list of inquirers at the government offices they were enabled to communicate from their head office directly with these prospective emigrants, and on that account proved a much more serious competitor than they had been enabled heretofore to be. This naturally disturbed the 'Conference Lines,' and they proceeded to take certain steps which they regarded as necessary to protect their interests, in the hope of being able to avoid this competition on the part of the Elder-Dempster Company.

It was represented that in the interest of all concerned, and in view of the desirability of the steamship companies and their booking agents continuing to work in harmony with the department, it was necessary that the aggressive policy which had been adopted by this office in the carrying on of its propaganda should be changed. It was therefore suggested :

(1) That no more specially conducted parties should be sent ;

(2) That the addresses of steamship companies should not be given in the government advertisements ;

(3) That lists of inquirers or applicants for information at the government offices should not be sent to the steamship companies ;

(4) That the shipping or sailing notices of the steamship companies should not be sent out with the departmental literature ;

(5) That the appointment of sub-agents from among the booking agents should be discontinued ;

(6) That the appointments already made should be cancelled immediately ; and, practically, that the carrying on of an emigration propaganda should be left with the booking agents of the country.

In order to more thoroughly understand the situation of the booking agents in respect to the Steamship Conference or Combine, it ought to be explained that in licensing booking agents several conditions are attached to the form of appointment. One is that no advertisement shall appear with the consent or responsibility of the booking agent in question which has not previously been submitted to and approved of by the secretary of the 'Conference.' So that when booking agents advertised them-

selves as having been specially appointed by the department of the Canadian government to give information in their respective localities, technically they were violating one of the conditions under which they were licensed to do busineess. This particular restriction is, I understand, placed upon the booking agents with the intention of preventing an appearance of undue competition between the representatives of the respective lines, as it is one of the conditions of the steamship conference that one line shall not specially advertise itself as furnishing better facilities and better accommodation than the others. In connection, therefore, with the appointment of booking agents as sub-agents of the department and advertising them as such, it immediately gave the favoured ones a status in public estimation in their several localities which the avoidance of competition on the part of the steamship companies rendered undesirable from their standpoint. This attitude of the conference of course presented for consideration whether the policy specially favoured by the department should be carried out and had to be weighed in all its phases. The conclusion was reached that in the carrying out of the aggressive policy already indicated greater advantages were to be derived by the department than any disadvantages which could possibly accrue from a rupture with the steamship conference agents. The secretary of the 'Conference' was not slow at a certain stage of the correspondence between the department and the representatives of the steamships interested, in taking the first steps with a view to the cancellation of the licenses or the withdrawal of the agencies of the steamship companies from the sub-agents of the department.

It is needless to point out the undesirability of entering upon what might be termed a serious conflict between the department and the great army of steamship conference booking agents throughout Great Britain ; and yet the department of a government could not afford to accept the suggestion or dictum of any steamship combine as to its general policy, when the acceptance of the 'suggestion' in question simply meant the cessation of an active propaganda by the government of Canada among the emigrating classes of the United Kingdom.

No one having any acquaintance with emigration work in Great Britain can fail to see the serious aspects of the situation thus presented for the consideration of the department (no matter what form this fear of a misunderstanding might assume). The advantages of working in harmony with the booking agents throughout the Kingdom are self-evident, and yet the acceptance of the 'suggestion' from the steamship companies revealed the possibility of the Canadian emigration propaganda being relegated to a question of less than secondary importance by the booking agents. The prospect of possibly finding the department in conflict with the representatives of the North Atlantic Steamship Conference throughout Great Britain was not one that could be regarded with indifference. Nevertheless, it was apparent that neither from the fear of such a contingency nor the probable immediate disadvantages arising from such circumstances could a department representing the Dominion of Canada afford to accept such suggestions, or have its public policy dictated by any company or combination of capitalists or corporations no matter how great or vast might be their influence.

Believing that this would be the view accepted by the Department of the Interior, I took the responsibility of replying to the suggestion or demand which was made by an intimation that all the power and influence which the government of Canada possessed would be put in operation with a view to successfully combatting these influences, if the steamship companies undertook to carry out the threat.

The result of the policy which has been carried on during the last few months carries conviction that the question of success or failure in respect to an emigration propaganda in this country depends upon the mode adopted to direct the attention of the British public to the Dominion, and upon the manner in which the carrying out of that policy is effected.

A reasonably liberal expenditure for advertising, the preparation of advertisements outside the ordinary line of government advertisements, the carrying on of the work of the propaganda more along the lines of a commercial than a government office, and thus free from the restraints which sometimes exist in the public service, have proved

beyond doubt that a much more favourable return can be secured from emigration work in Great Britain than has heretofore been evidenced.

The number of inquiries in all the offices from January 1, aggregates more than double the number of any preceding year, and that these inquiries were not actuated simply by curiosity, but really from a desire to know something of the Dominion with the intention of emigration, is evident from the returns of the departures from Liverpool and Glasgow and the arrivals at Canadian ports.

In addition to the advertising having been taken out of the ordinary avenues, special efforts have been made to circulate among the farming and emigrating community large numbers of publications specially prepared for that purpose. From these also there has been a return, if not as large as that which has come directly from advertising, at least a return indicating that the seed has been sown which in due time will bring forth a satisfactory harvest.

This report would not be complete in explaining the prominence which the Dominion has secured during the last fiscal year throughout Great Britain without a reference to the coronation arch in Whitehall.

Changes have been made in the general work in Great Britain by the removal of Mr. O'Kelly's headquarters to Belfast, by the services of the government agent at Dumfries being dispensed with, and by the removal of Mr. Duncan, formerly of Carnoustie, to the London office. Mr. Webster, who has been associated with Mr. Devlin in the work in Ireland, was also transferred to this office and these changes, together with the appointment of Mr. Hichman, formerly representing New Brunswick as emigration commissioner in Great Britain, will enable this department to devote very much more attention to the lecturing field in England than has been done hitherto. The experience which the gentlemen now attached to the London office have had in their respective fields will place them at once in the position of entering into a systematic lecturing propaganda at the beginning of the coming season. A new office is opened at Birmingham for conducting more effectively the propaganda in the midlands, where Mr. Mitchell, of the Liverpool office, is in charge.

During the last few months most persistent efforts have been made to secure more suitable premises in one of the great centres of London than those now occupied. It has long been considered advisable to locate the emigration branch of the London office in a position where an effective display of Canadian products might be made and which would be also conveniently situated for the general inquiring public. In this particular the efforts of the department have been successful. It is only when an effort is made to secure premises in what might be regarded as a desirable locality that one can fully appreciate the difficulty of finding quarters of that character in London. There can be no question that if a continual new and replenished exhibit can be made of the agricultural products of the country in the new premises very great advantages will accrue to Canada. In securing the premises, an increased liability has been incurred in respect to rent, but there is no doubt that the increased expenditure will be more than justified by the immediate return which will be secured from such an exhibit being placed in a favourable or easily accessible locality.

There should be no relaxation on the part of the Emigration Branch of the Department of the Interior in presenting Canada as a field where the prospects for success, under ordinary circumstances, are at least as favourable as in any other part of the world. Therefore, by advertisements of a more attractive character, and the circulation of literature upon a wider basis, the efforts to reach the emigrating or restless population must be undertaken systematically and thoroughly. The conditions necessary for the carrying on of successful work of this kind have necessarily changed during the last few years, so that a policy which may have been moderately successful in the past will not now answer the same purposes. I am more firmly convinced than ever that it is necessary for the Emigration Branch of this department to be managed in Great Britain on other lines than those which are usually supposed to characterise English government offices. The work in this country must be entirely of an ordinary business

character, if anything like the return is to be secured which the department naturally expects where the operations extend over such a wide field, and where necessarily the expenditure must be comparatively great.

I think I can assure you that the Canadian officials who are charged with this responsibility in Great Britain are convinced that this is the policy which must be adopted, and that in carrying on the work on these lines their most hearty co-operation can be depended upon.

The experience which has been secured by a residence in this country extending over three years, has convinced me that there is practically no limit to the work which can be done in Great Britain in constantly keeping before the public eye the advantages which Canada affords as a field for emigration. People in this country apparently quickly forget questions which are brought to their attention. A subject may be referred to in the press and apparently the people will become possessed of the details of the information which may be mentioned, and yet a week afterwards the fact will be entirely forgotten. Its republication comes to them as an absolute novelty. This is true in ordinary life, and is accentuated to a degree which is scarcely credible in respect to the continual publicity that is given of the opportunities which are offered by Canada as a prosperous and progressive country.

The interests of the Dominion, social, commercial and political, can be presented for public notice in various forms, so as to ensure the recognition of Canada being a place of considerable importance. As that idea becomes ingrained in the minds of the British public it will naturally give rise to an inquiry as to Canada being a favourable place for settlement. For many years Australia was kept in this position by the publicity which was given to its interests in the public press. The late Cecil Rhodes lost no opportunity of presenting every phase of modern life in South Africa, social, commercial and political, to the British public, so that for a long while it seemed to the British mind that Australia and South Africa were the two great dependencies deserving public attention. Canada can easily secure prominence of a similar character in respect to all the interests in the Dominion, and the public will soon become as anxious for information on various Canadian subjects as they have long been in respect to the same in Australia and South Africa. No occasion should, therefore, be lost to present aspects of Canadian life for the consideration of the British public.

Unfortunately, however, there are correspondents in Canada for the English press, and for one or two of the great press agencies, who are apparently convinced that it is not only advisable but that it is absolutely necessary to send the most exaggerated accounts of trivial incidents to the English press. A hail-storm, an early snow-storm, an unusual drop in the temperature in midwinter, a flood in some almost unknown creek ; these are recounted with great exaggeration as 'sweeping over Canada.' Incidents of a public nature which would prove interesting to the British public and assist in keeping Canada in the race with South Africa and Australia are carefully omitted, correspondents being apparently more anxious to furnish senseless reading matter than items of useful and reliable news. This unfortunate situation should be overcome so that aspects of Canadian public and commercial life, and the marvellous development of the Dominion should continually appear in the columns of the British press. Great advantages would undoubtedly accrue to Canada from reasonable publicity of this character. Everything that can be done on this line will not only place the Dominion in a more favourable light before the English public, but will assist in enabling the masses of the population to realise the fact that Canada is in the vanguard upon all commercial, social, moral and political questions. This will naturally create a spirit of inquiry among those who are looking for new avenues in life, or seeking for new homes, where they and their families will have a much better chance for success than they can possibly have in the continually and increasingly over-crowded centres of Great Britain.

Your obedient servant,

W. T. R. PRESTON.

No. 3.

REPORT OF G. H. MITCHELL, ASSISTANT CANADIAN GOVERNMENT AGENT AT LIVERPOOL.

15 Water Street,
Liverpool, July 18, 1902.

The Right Honourable
The High Commissioner for Canada,
London.

My Lord,—I have the honour to present my report for the year ending June 30, 1902.

The emigration from Liverpool during the twelve months has been greater than in the previous year, and the increase in the numbers for the last six months, as compared with the corresponding period of last year is particularly noticeable.

The figures are as follows according to the British Board of Trade Returns, which, while giving accurate totals, are, as you know, subject in the case of Canada and the United States to certain modifications. These are in favour of the Dominion as regards British emigration and against it in respect to foreigners. It should be stated that the numbers include saloon passengers.

To United States Ports, 1900-01.

	British.	Foreigners.
From July 1 to Dec. 31, 1900	29,563	26,006
From Jan. 1 to June 30, 1901	23,826	30,056
Total for 12 months, 1900-01	53,389	56,064
Grand Total for 12 months, 1900-1		109,453

To Canadian Ports, 1900-01.

From July 1 to Dec. 31, 1900	10,221	14,322
From Jan. 1 to June 30, 1901	5,341	15,236
Total for 12 months, 1900-01	15,562	29,558
Grand Total for 12 months, 1900-1		45,120

To United States Ports, 1901-02.

From July 1 to Dec. 31, 1901	31,811	30,658
From Jan. 1 to June 30, 1902	21,003	41,413
Total for12 months, 1901-02	52,814	72,071
Grand Total for 12 months, 1901-2		124,885

To Canadian Ports, 1901-02.

From July 1 to Dec. 31, 1901	8,320	11,181
From Jan. 1 to June 30, 1902	10,950	21,238
Total for 12 months, 1901-2	19,270	32,419
Grand Total for 12 months, 1900-2		51,689

The quality of the British emigrant to Canada continues to be good; indeed there can be no doubt in the mind of any one who sees those leaving the port, that the Dominion is attracting the best class, largely composed of those who have some capital (or who can command it when openings present themselves), agriculturists and young men who intend to gain a knowledge of Canadian methods of farming and local conditions before taking up land for themselves. So far as my personal experience goes, and it extends over twenty-two years, never have there been so many men with capital emigrating or contemplating emigration as during the twelve months just ended; within the last two or three weeks I have been in communication, and have had interviews with half a dozen people who have over £10,000 between them and who are making inquiries with a view to settling in the Dominion.

I see in the English as well as in the Canadian returns that a large proportion of the emigrants are described as 'general labourers,' but this is by no means an accurate description of, I should say, the majority of them; it is apt to be misleading and is due to want of information on the part of the steamship companies who make the returns. I am sure that most of the emigrants under this heading are men who, if not straight from the land, have at any rate had agricultural experience at some period of their lives, and are leaving with the intention of re-starting farm work.

Comparatively small numbers of domestic servants have emigrated, the really competent girls needed in Canada being in great demand at good wages in this country. A desire for change induces some to go out and no doubt more could be obtained if the passage money were advanced.

The office was visited in the early part of the year by the Deputy Minister and certain instructions were given and suggestions made with a view to greater efficiency. Following this a system of emigration parties was organized, one of which it was my privilege to accompany. I sailed in the ss. *Numidian*, for Halifax, on April 3, with 648 passengers; 373 English and 275 foreigners. The opportunity this afforded me to see how the emigrants were handled on arrival, and with what kindness and consideration they were given invaluable assistance and advice by the agents of your department at the port of landing and at various places en route, will be, and indeed has already been, of the utmost advantage in my work. The value also to your agents, and therefore to their work, of obtaining a personal knowledge of the rapid developments which are taking place in the Dominion and more particularly in the west, cannot be over-estimated.

The widely-spread press paragraphs in connection with the formation and sailing of these parties proved a valuable advertisement and brought much correspondence. The result of the largely increased newspaper advertising which also followed the Deputy Minister's visit showed that the contention, often advanced, respecting the value of this form of advertising was justified. Immediately our announcement appeared inquiries poured in at a rate never before experienced, and it took all the energies of the staff to deal with them. They were of course from all sorts and conditions of men, but more than enough to warrant the expenditure, came from people whom it would be desirable to secure for Canada and who evidently had thought further of the idea of setting in the Dominion suggested to them by our announcement.

The number of letters received during the year making inquiries on the subject of emigration, was 7,557, in addition to official, trade and general letters numbering 1,945.

The total number of communications sent out was 10,586.

The number of children sent out by philanthropic societies has been rather greater than last year ; there were 41 parties, comprising 1,774 children. All these were inspected and certificates given in accordance with your regulations.

The work of the Emigration Committee of the Society for Promoting Christian Knowledge, supervised by the Rev. John Bridger, of this city, the organizing secretary, has been carried on as usual at this office and has necessitated the writing of nearly one thousand letters.

There has been some slight falling off in the number of requests for the loan of the lantern slides, of which I have had four sets at my disposal, but this work could be stimulated if new scenes were supplied and the fact advertised by paragraphs in scholastic and other papers.

The other official and routine work as described in some detail in my last report has received the same attention as in previous years.

Your obedient servant.

G. H. MITCHELL.

No. 4.

REPORT OF ALFRED F. JURY, CANADIAN EMIGRATION AGENT FOR THE NORTH OF ENGLAND.

15 Water Street,
Liverpool, September 3, 1902.

The Right Honourable
The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my sixth annual report since my appointment to this agency.

The work during the first six months of the year was similar to that of previous years, my time being fully occupied in attending agricultural shows, lecturing and in visiting those making inquiries with a view to their settling in Canada. It is unnecessary to deal at any length with this work as its scope and importance have been fully described in previous reports.

I am pleased to be able to record a large increase in the number of intending settlers leaving this part of England for the Dominion, and I believe this to be largely due to the efforts we have made during the last few years. In previous reports it has been pointed out that the work being done during the wave of prosperity which was then visiting England would have its results when that wave commenced to decline, and last year's figures bear out that prediction. The immense amount of literature distributed during the time that people were not emigrating began to show results as soon as the emigration movement recommenced and the good effect was increased by the larger amount of money spent in newspaper advertising, a policy which has been advocated for years as being one most certain of obtaining desirable results.

During the latter part of the year I was engaged in getting together a party to proceed to Canada under my personal guidance, but at the last minute the party was handed over to Mr. Just, of the London office. I then obtained leave of absence to visit Canada, and while there I spent five weeks in Manitoba and the North-west Territories, which gave me an opportunity of renewing my acquaintance with that country and making observations which improved my knowledge and will be of great service to me in my future work in this country.

As heretofore everything possible will be done to carry on the work in a manner calculated to produce the best results.

Your obedient servant,

ALFRED F. JURY.

No. 5.

REPORT OF W. L. GRIFFITH, AGENT IN WALES.

Ottawa, July 17, 1902.

To the Right Honourable
The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my sixth annual report from this agency.

During the past year the matter of inducing the Welsh settlers in Chubut, Argentine Republic, to emigrate has occupied a very considerable portion of my time. In accordance with my instructions, in August last, accompanied by Mr. W. J. Rees, J.P., of Swansea, I proceeded to Patagonia to investigate the conditions of the Welsh settlers with a view to arranging for their removal to Canada. A special report dealing exhaustively with the mission of Mr. Rees and myself has been submitted, and it is, therefore, unnecessary to deal further with this feature of my work.

After returning to England Mr. Rees and myself commenced immediate negotiations along the lines which our investigations in Patagonia suggested as necessary. After consulting with Welsh friends it was thought best to approach the Right Honourable Joseph Chamberlain, Secretary of the Colonies, with a request that the British government should furnish a transport for the purpose of carrying the Welsh settlers, together with their animals and other effects, from Port Madryn, in Patagonia to a landing port in Canada. Mr. Chamberlain, when representations had been made to him, agreed to receive a deputation from Wales who were anxious to press this matter. The deputation was one of the most influential that ever went from Wales. It was introduced by Sir Albert Thomas, M.P., the chairman of the Welsh Parliamentary Party, in a few remarks in support of the object in view from the introducer and supported by speeches from Sir John T. D. Llewelyn, Bart., Sir John Jones Jenkins, Mr. Gwillyn Lewis, a returned settler from Patagonia, Mr. W. J. Rees and myself. The attitude of Mr. Chamberlain is a matter of recent history.

After being received by Mr. Chamberlain, the deputation adjourned to the Hotel Victoria where they were entertained at luncheon by Sir John T. D. Llewelyn, and in the course of the proceedings a fund was started for the purpose of assisting the Welsh settlers from Patagonia to Canada, and before the dispersal of the company the sum of seven thousand dollars was subscribed in the room. The fund was afterwards increased to between eleven and twelve thousand dollars.

A committee was formed for the purpose of fostering the movement, consisting of the following :—

The Right Hon. Lord Tredegar, Sir William Thomas Lewis, Bart., Sir John Jones Jenkins, Sir Alfred Jones, K.C.M.G., The Hon. George Kenyon, M.P., William Jones, Esq., M.P., Joseph Lawrence, Esq., M.P., W. Abraham, Esq., M.P., Robert Forrest, Esq., D.L., J.P., John Cory, Esq., J.P., George Riddell, Esq., Chairman of the Western Mail, Limited, William Williams, Esq., J.P., David Davies, Esq., Plasdinam, W. J. Rees, Esq., J.P., William Thomas, Esq., J.P., Clifford Cory, Esq., J.P., the Editor of the *Western Mail,* the Editor of the South Wales *Daily Post,* T. W. James, Esq., Thomas Andrews, Esq., J.P., W. J. Parry, Esq., J.P. Chairman—Sir John T. Dillwyn Llewelyn, Bart. Hon. Treasurer—Alfred Thomas, Esq., M.P. Hon. Secretary—W. L. Griffith, Esq.

It was hoped to secure about thirty thousand dollars, for which sum a transport would have been available, which would have carried the settlers direct from Patagonia

to Canada. Owing, however, to various causes and to obstacles in the way of the movement, the committee came to the conclusion that it would be impossible to procure the amount of money necessary to hire a transport-ship in time to remove the people this season. It was, therefore, after much consideration, thought advisable to make arrangements with the Pacific Steam Navigation Company, whose line of Royal Mail steamers and boats ply between Liverpool and the west coast of South America, to transfer the settlers to Canada, and after negotiations they made a proposition to the committee which was considered acceptable, and which included transportation from Port Madryn, Patagonia, to Liverpool, the cost of the stay-over in that city, and the journey across the Atlantic to Quebec. The company also further agreed to transport all subsequent parties of settlers at the same rate, even supposing they should not be so numerous as those composing the first lot. By this arrangement the vexatious delay which would inevitably take place if the ordinary route from Patagonia to Liverpool was taken was avoided, and as the Pacific Steam Navigation Company is a first-class passenger line, there was a guarantee that the settlers would receive good treatment.

They left Port Madryn on May 14 and arrived in Liverpool June 9, where every provision was made for their comfort during their stay.

The advent of the Welshmen in England created widespread interest ; telegrams expressing good-will were received by the settlers from His Royal Highness the Prince of Wales, the Right Honourable Joseph Chamberlain, Sir John T. D. Llewelyn, Bart., Sir Alfred Thomas, M.P., Mr. W. J. Rees, J.P., and many other prominent gentlemen. A luncheon was also given in honour of the settlers by the Welshmen of Liverpool at the Liberal Club, and the speeches delivered at this function created a great deal of interest throughout the principality.

The Welshmen sailed for Canada on the Allan Liner *Numidian* on June 10. A portion of this vessel was set apart for the sole use of the settlers, which was a privilege much appreciated by them. Altogether the arrangements made on their behalf by this company are much to be commended. A letter of thanks addressed to Mr. Ennis, the Passenger Manager of the line, and signed on behalf of the settlers by a committee of four, expresses the utmost satisfaction with their treatment on board the *Numidian*.

The treatment accorded by the Canadian Pacific Railway was most generous, and their action in quoting a special railway rate to the committee for the transportation of the settlers from Quebec to Saltcoats was of the utmost value, and no doubt, will be always gratefully remembered by the Welsh people now in Manitoba.

It is very easy for one so closely identified with this movement as I have been to over-rate its importance, but I think it may be fairly stated that the influence of this movement, always supposing that the Welsh now in the North-west Territories are successful, will be very great among Welshmen the world over. To begin with, a further very considerable movement from Patagonia may be taken as assured, and the migration has served to focus the attention of Wales and Welsh colonies of the United States on our country. I also think that there is a very considerable population in various parts of South America who may be regarded as possible emigrants to Canada, whose attention will also be secured. After investigating, I was informed that the Scotch sheep farmers of the Falkland islands are over-crowded, and the movement of the Welshmen might easily bring about a transference of a considerable Scotch population whose present prospects are anything but rosy.

The Welsh settlers are splendidly adapted for life in a new country ; they can put up their own buildings ; they are splendid stockmen, and are thoroughly acquainted with what roughing it in a new country means. I think it may be claimed for them that they are equal to the best settlers now being received by Canada.

Too much credit cannot be given the various members of the Welsh Patagonia committee, who worked so hard and contributed so liberally to the fund. The action of these gentlemen was influenced, not only by sympathy for fellow-countrymen anxious to become repatriated, but equally so by good will towards Canada. Every one interested in the movement will accord very special thanks to Sir John T. D. Llewelyn,

Bart., Sir Alfred Thomas, M.P., Mr. W. J. Rees, Swansea, and the Proprietors and Editor of the *Western Mail,* who have always given Canadian interests a splendid support.

While my mission to Patagonia occupied a considerable portion of the current year, still I was able to return to Wales about the middle of December, and to give my full attention to the ordinary work of the agency during the busy season. As I am writing this report at Ottawa, and the records of my office are not available, I regret that I cannot go into details as much as I would like. There has, however, been a considerable increase in inquiries by letter and also personal inquiries compared with the corresponding term last year ; there has also been a gratifying increase of emigrants leaving Wales for Canada, and if the returns for July and August are as favourable as in the earlier part of the season, there will have been a record emigration from Wales to Canada.

During the past summer Mr. Adamson, of Virden, visited this agency for the purpose of procuring a number of competent farm hands for Manitoba. I did all in my power to further Mr. Adamson's project, and within a very short time I introduced to that gentleman a considerable number of young men of a very desirable class to accompany him to Manitoba in June.

There is a tendency to judge the value of the work done by the immediate results achieved, but that much of the results of our propaganda are deferred is well known. Concrete instances could be quoted *ad lib.,* going to show that any gauge which only allows for immediate results is not a fair one.

When the work of this agency was commenced, the annual emigration from Wales to Canada was something over twelve, all from the town of Cardiff. Now, there is a considerable movement to which every county in Wales, as well as Patagonia, contributes a share, and the movement is a growing one. It is difficult to arrive at a precise statement in regard to the number of emigrants. The bonus returns furnish no test. The head offices of the steamship companies book the bulk of the passengers in Great Britain, and probably so far as Wales is concerned, book a larger proportion than elsewhere. Liverpool is known as the capital of Wales, and from its proximity to the principality, the majority of the bookings are made at the head offices of the company in Liverpool. These bookings do not appear, as no bonuses are allowed to the steamship companies.

In addition to this, within a radius of thirty miles from the office of this agency, there is a very large population of persons who have removed to the contiguous counties of England, viz., Herefordshire, Somersetshire, Gloucestershire, Shropshire, Devonshire and Cornwall, and many of these persons have been influenced to emigrate through our work in Wales. Before sailing they go back to their homes for a short stay before emigrating, and consequently no record would show that they came from one of the above mentioned counties, and would give no indication of the fact that their emigration was induced by the work of this agency in Wales.

Your obedient servant,

W. L. GRIFFITH.

No. 6.

REPORT OF H. M. MURRAY, PRINCIPAL AGENT FOR SCOTLAND.

52 St. Enoch Square,
Glasgow, June 30, 1902.

The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my report in connection with the work of emigration in Scotland for the year ending June, 1902.

I am glad to be in a position to state that during the fiscal year now ended, and more especially, the last six months of it, the numbers who have gone out to Canada are far in excess of previous years. The quality of the men and women has also been well maintained, while in some cases quite an amount of money was taken out. I think it would be within the mark to place the average per male adult at £100. The scarcity of experienced ploughmen in Scotland is becoming a serious problem to the farmer ; every hiring fair makes it more and more difficult to secure a full supply of competent men, large numbers having drifted into the towns and cities where they have obtained employment as carters, draymen and positions on the various railways. Quite a number of these men attracted by the present enormous prosperity of Canada are now going out. This year also we have had many inquiries and departures from young respectable men, with no previous experience of agricultural life, who have gone out with the intention of gaining experience before taking up land for themselves, and I am glad to learn from the Commissioner at Winnipeg that situations have been found for all. The inquiries this year for free or assisted passages have been fewer than heretofore ; the majority of them being from persons, who, under any conditions would make poor settlers.

It is to be hoped that those who have gone out will meet with success and be able to send encouraging reports back to friends in this country, which, when all is said and done, is the best missionary work in the cause of emigration.

I was glad to note that your lordship, on behalf of the Department of the Interior, was again this year offering to the various schools a medal to the writer of the best essay on Canada, its history and geography. While some of the essays are very fair, quite a few display a lamentable ignorance of things pertaining to Canada. The demand for our text-book, as also the small atlas has been very great, and I have supplied many school teachers, who made application. I am bound to say that priority of position must be given to the female competitors, they having done the cleverest and most intelligent work.

When last year's report was written, the Glasgow International Exhibition had just been opened. It was continued until November with pronounced success, and was visited by nearly twelve million persons. The money drawn from all sources amounted to £408,000, with an estimated profit of £80,000. Canada's share at this show was a magnificent one ; our display of forestry, horticulture, agriculture, dairy produce, implements and manufactured goods, &c., being far and away ahead of any other exhibit. Our court was thronged day and night with interested and intelligent visitors, who were eager in their inquiries, and gladly took home with them some of our literature, which was freely given to all desirous of obtaining a supply. Many of those who have gone out this year have told me that they were first interested by our splendid display at Glasgow. A continuation of this work is carried on in miniature fashion by our visitation at agricultural shows, a few of the more important being visited

throughout the season. This year, owing to the withdrawal from Scottish work of Messrs. Duncan and Grant, the majority of the minor meetings have been left out, and I think with no loss to our results, as a great number of these one-day shows, owing to sports and other attractions, only mean three or four hours work to the agent ; and in many cases the results do not justify the expenses incurred. Instead of exhibiting, arrangements are made for a liberal distribution of our literature, which is well taken advantage of by the country people who usually attend.

Lecturing, with the aid of lantern views was carried out in the usual manner during the winter months. Apart from the agent's work nearly 200 meetings were held by voluntary lecturers, who used our slides and distributed our pamphlets.

As in past years a number of domestic servant girls have gone out on their own initiative, as also a small party whose fares were advanced by Mrs. Sanford. It is very hard to get girls to pay their own way out. Several fares have been sent me through the Commissioner at Winnipeg, and I have, in all such cases, been able to send respectable, intelligent girls. It will give me pleasure, when any one sends over a fare, to do my utmost to select the class of domestic wanted.

The visit of the Deputy Minister to Great Britain and the publicity given to his statements regarding Canada's great prosperity, have been of enormous advantage to our work ; as also the increased advertising and issue of printed matter setting forth in plain but convineing terms, the present condition of Canadian agrieulture. The withdrawal of Messrs. Duncan and Grant from emigration work in Scotland and the substitution instead, of a few special booking agents—to whom an extra bonus on each emigrant is paid as an inducement to give special attention to Canadian business—more especially when combined with the occasional visitation of one or more of our practieal farmers, who afterwards conduct the parties to the west, is an experiment, which so far as it has gone, has had fair results. The conducting of parties through to Winnipeg, is a part of the scheme which is and will undoubtedly be of the greatest benefit to the work of emigration. The mere fact of some one accompanying the party gives each individual a sense of security and a feeling of eonfidence that he will not be left stranded on his arrival.

The results of the present fiscal year's work, show a considerable increase in our numbers over past years. Last year the total number of Scotch persons who sailed from the Clyde direct to Canada was 1,256, 520 by Liverpool steamers, and 180 from the Clyde via New York—a total of 1,956. This year the numbers by the same routes are as follows :—Glasgow to Canadian ports, 2,395 ; Liverpool to Canadian ports, 973; Glasgow via New York, 147; making a total of 3,515.

As in the past years I have paid frequent visits to the various passenger agencies placing before them the prosperity of Canada and requesting their support. I also met intending settlers at the various agencies, as also, when requested, at their homes. Quite a number were induced to go out through these personal interviews.

The correspondence, during the year, was far in excess of any previous experience, 5.801 letters were received and 7,111 sent out ; as against 2,953 received and 3,512 sent out during 1901 ; also 750 personal callers were recorded at this office.

I attach a statement showing the counties in Scotland from which our correspondence was received, as also the number of emigrants who went out. The number who corresponded and sailed by Glasgow steamers, so far as we can trace, was 713. No record can be had as to the number who sailed by Liverpool from the north of England counties.

Your obedient servant,

H. M. MURRAY,
Principal Agent for Scotland.

No. 7.

REPORT OF THOMAS DUNCAN.

17 Victoria Street,
London, September 8, 1902.

The Right Honourable
The High Commissioner for Canada,
London.

My Lord,—I beg to submit the following report of my work in connection with emigration for the year ending June 30, 1902.

During the summer I spent my time in using every opportunity available for the purpose of spreading information amongst the people in regard to Canada, with a view to the encouragement of emigration, and I am pleased to be able to report that my work was fairly successful.

As in other years I attended the agricultural society shows of the district in which my work lay, where I distributed literature, gave information to parties calling at my tent to inspect the exhibit of grains, grasses and minerals which I carried. I also attended a large number of fairs and markets, distributing literature at many of them and taking every opportunity of entering into conversation with parties attending on the subject of my work.

During the winter months I delivered twenty-nine lectures in different parts of my district, with attendance varying from 50 to 300, mostly people of the agricultural class, at all of these meetiugs I distributed a good supply of literature.

Acting on your instructions I visited Canada in the spring, leaving Glasgow on March 21 in charge of a party of settlers, chiefly composed of young men, with a number of families, the greater part of which were booked for Winnipeg, where I conducted them. I remained in Winnipeg until the whole party was settled, the young men in situations and the families, several of which went on the land, were located. During my stay in Winnipeg I visited the emigration buildings daily, where some of the women and children were left, while their husbands were locating land. I look upon my work in this connection as the most valuable part of my services to the party under my charge.

It was at first understood that I was to take a trip west for the purpose of visiting the new settlements, so that I might be in a better position to give practical information concerning all parts of the country to parties on this side, but the time at my disposal was too short for this as I had to be back in Scotland by May 12 in order to make preparations for removal to London, where I am now located.

Your obedient servant,

THOS. DUNCAN.

No. 8.

REPORT OF C. R. DEVLIN, COMMISSIONER OF EMIGRATION, IRELAND.

DUBLIN, July 9, 1902.

The Right Honourable
The High Commissioner for Canada,
London.

MY LORD,—I beg to submit a short report of work done during the year ended June 30, 1902, and to offer some suggestions.

My observation and the opportunities which I have of judging convince me that a very strong feeling exists in all parts of Ireland and animates what I might term the directing spirit of the body politic, national and religious that some effort must be made to retain the population and stem the tide of emigration. This feeling has taken possession of the most important elements—the clergy, the press, the politicians, those in trade and in every walk of life. Roman Catholic and Protestant alike view with alarm and consternation the people leaving in large numbers. Recently resolutions on the subject and suggesting remedies were adopted by the Roman Catholic bishops of Ireland. Later, powerfully written letters appeared in several papers, but still the people go.

I am glad to be able to report that in all of this movement against emigration there is no animosity displayed against Canada, and I think I cannot do better than quote from a paper on emigration, read by one of the ablest priests of Ireland, in the presence of the bishops and priests assembled at Maynooth a few days ago. Rev. Walter Macdonald, D.D., then said : 'If, however, as is not unlikely to happen he (the agricultural labourer) sets off without delay, I would advise him strongly to resist the attractions of higher wages and city life, and to go out to the great agricultural region in the centre or west of the United States or in Canada, and to continue the mode of life in which he has been trained so far. He is unfit for town life at home ; he is more unfit for town life in America. There is plenty of work for agricultural labourers at good wages—from £36 to £40 a year, with board. * * * * And a hardy, thrifty man can acquire one (a farm) before many years—sooner in Canada than in the United States.

'This means that for some years our young friend will not earn, and above all will not spend, as much as those who settle down in cities, but then he will be making provision for a middle and old age of solid prosperity, so very different, alas ! from the declining years of those whom higher wages or the pleasures of the town have enticed from the mode of life in which they have been brought up. What I have said applies to girls as well as to men, with an important modification. Our country girls are, as a rule, more thrifty than their brothers, and therefore better prepared to emigrate and settle down in the cities. They are much in demand as servants, and if an Irish girl is fairly good-looking, neat, and anxious to learn her business and push herself on, with good health she can in a few years make herself a comfortable position.'

Here you will find a recognition that no opposition is particularly shown Canada—rather otherwise. And indeed when, during the year, the press had occasion to speak of Canada, it was always in the highest and most eulogistic spirit. It was only recently that I sent to you extracts from various Irish papers dealing with the literature which we supply and commenting so favourably upon it.

Emigration there is from Ireland and emigration there will be for some years to come. Some few weeks ago I witnessed a spectacle such as is offered by no other

country. The small farms of the west are unable to support the families living upon them. They cannot possibly support the landlord and at the same time the farmer and his family. What is the result? The women and the children are left to work the fields as best they can ; the men migrate to England and Scotland to get such work as can be obtained. They thus bring home money to pay the landlord and save their poor homes.

Crossing in a steamer from Dubliu to Liverpool I saw fourteen hundred able bodied men having every appearance of poverty, it is true, but neat, orderly and sober, carrying their little bundles of clothes, and going to another country to get that work and living which the circumstances and conditions of their own could not provide. How many of these men would be glad to go to Canada ! would settle there and become prosperous citizens—but they have not the money to pay their way—much less the way of their families. I know what I would like to do, but I am powerless.

It has been said that I do not favour emigration to Canada. Sir, my efforts are all in that direction, and I think I have worked hard to make my mission a success. Our work is one of a delicate nature and must be carried out prudently and discreetly. An aggressive policy would defeat its own object, and might be the means of rendering the agents useless. I have heard it said that in other years and in other countries agents employed by the Canadian government and carrying out the same work as I am charged with, were requested by the governments of those other countries to moderate their zeal. I fancy that I understand my work here as well as anyone, having given to it careful study and earnest labour. It is said that I belong to political associations and that here I am playing the role of a politician. Five years ago I came to Ireland, and from that day to this I have taken no part in political meetings. I know few if any politicians. I belong to no political association or league, and have not belonged to one since I came to my office. My one great aim has been to promote the work confided to me by the Canadian government in the month of March, 1897, and as long as I hold my office, I will be governed by no political consideration. I regret the necessity of making these personal explanations, but, perhaps, they will have the effect of removing some prejudice which may exist against me and which I deplore as much as anybody.

During the past year we have had more going to Canada than during previous years. I take from the statistics of the British Board of Trade the following figures for the twelve months ended December 31 last:—1,347 Irish emigrants went to Canada compared with 962 who went the previous year. During the six months ended June 30, 1902, 712 Irish emigrants went to Canada, compared with 552 who went during the corresponding six months of the previous year.

So you see that we are making satisfactory progress ; but, sir, I attach no importance to those figures, and I claim that they do not give an adequate idea of the number going from Ireland to Canada. I have in my possession at this moment a manifest of a steamship which went in the month of May, and I find in that manifest classed as English emigrants, five Irish emigrants whom I sent to Alberta ; solid, substantial people with money. I saw the manifest of another steamer and I found upon it also, classed as English, several Irish emigrants who carried letters from me. You will ask how does this happen, and I must give an answer which I have often given before.

The steamers of the Elder-Dempster and Dominion lines call at no Irish ports, but sail direct to Canada from Liverpool. Our emigrants by these lines—and they are numerous—cross to Liverpool to embark ; and again many of our young emigrants and men of means take saloon and second cabin passages which they secure from English agents, the result being that they are classed not infrequently as English. The steamers of the Allan line call at Londonderry and thus embarking there, our emigrants by that line no doubt are classed as Irish ; but how many of our emigrants, carried by the Allan line, cross to Liverpool owing to the fact that they secure a lesser rate by boat to Liverpool than they do by train to Londonderry ?

In July and August last year I sent about 150 domestic servants to different parts of Canada ; their fares were in many instances advanced by the 'Women's National Immigration Society,' of Montreal, and in other cases by those requiring their services. I am happy to be able to report that success crowned this effort, and this summer I am receiving from Canada applications for domestic servants—those making such, sending prepaid tickets. Still we could send more than we receive application for.

I must observe that the work which we are prosecuting must be done in Ireland ; must be done by one who understands the country and the people ; must be done by one who has authority and power to fully discharge the duties of an agent. To be successful therefore, the agent must be in his office, and give as much of his time and attention to his office as possible ; the agent must make exhibits of Canadian products at shows ; he must visit fairs, he must do whatever is possible. He must give lectures on Canada. During the year I have made exhibits at shows; I have attended fairs; I have given a series of lectures in different parts of Ireland on Canada, and I have never refused to speak where I thought good could be done ; I have written letters to the papers ; I have kept them well provided with the blue-books of Canada ; I have circulated to the libraries, to the hotels, to literary and agricultural societies Canadian newspapers and Canadian books of reference. As a result the number of letters and inquiries received has largely exceeded that of other years. The work here must be constant, persistent, unremitting. The moment we stop advertising or in any way slacken efforts, that moment we notice a falling off in the number of inquiries.

Up to this I had the good fortune of having to assist me Mr. John Webster, an able and efficient official. He has been transferred to London. Much as I have missed him since his departure, I will feel his loss even more during the winter when the lecture season opens. It is satisfactory, however, that Mr. O'Kelly has been left to continue good work in the north.

Canadian visitors, tourists and business men generally honour our office with a visit when passing through Dublin, and it is our constant aim to render them every service in our power. They have their letters forwarded here, call for Canadian papers, consult the business directories and other works of reference.

As I propose shortly to make a report to the Department of Trade and Commerce, it may not be necessary to dwell here upon matters connected with trade, to which we devote much time.

In Ireland there is a great demand for many Canadian products. One has only to examine bills of lading of steamships coming to Ireland from Canada to see the extent of the trade between the two countries. Our Canadian manufacturers and exporters would be well advised to cultivate the opportunities offered. Already we find the manufacturers of the United States represented in our cities and towns. It must not be forgotten that here everything must be bought and so little is made or manufactured.

During the year I sent out a trade index at the request of the Canadian Manufacturers' Association, and it was much appreciated.

Toward the end of July, 1901, we were informed that there existed in Manitoba and the North-west Territories an immediate and pressing demand for farm labourers. At once I issued circulars, inserted advertisements in the papers, sent out posters to the different parts of Ireland, and in one word, I did my very best to secure men. The result of this was that many went. The great difficulty, however, which we had to face was insufficiency of money on the part of those wishing to go. They were willing, nay anxious to go, but they could not pay their way. Day after day strong able-bodied men called at my office and every mail brought numerous letters; still we could no nothing. How often was the offer made to have the amount of passage deducted from the wages which would be earned, but in vain. I append a sample letter received on August 22 last :

'Having heard that a large number of farm servants are required in Canada at present, I would be most anxious to offer my services and would feel grateful if you

would be good enough to instruct me on the following points :—(1) Will I be obliged to pay my train fare to the port of embarkation ? (2) Will my passage be free from Ireland to Canada ? (3) What would be the probable date of departure, for which information I would feel grateful.

'I may add that I am a strong, healthy, active man, 22 years of age and well accustomed to farm work.'

An agent writing from the south of Ireland on August 19 declares :

'As I am an emigration agent here for the principal lines sailing to America, several young men have applied to me stating their desire of emigrating to Canada. They are strapping, healthy young men of the labouring class, ages 19 to 22. They have no money to pay their fare, but if you could manage to send them under the "Free Emigration Act" they would enter into a bond or contract to repay their fares in instalments to your representatives in Canada. These men are strong, healthy and vigorous, in the prime of life, accustomed to agriculture work, for which they are paid but a nominal trifle. Please write giving full information. I would fill all documents required to fit them out. I hope also you will send a few pamphlets and maps, &c.'

A third writing on August 19 said :

'Referring to our conversation a few days since *re* the 20,000 agricultural hands required for your country, it is a pity that your offer to those willing to go out—fair and generous as it is in some respects—defeats itself, after all. This country could, I am sure, supply you with six or eight thousand hands for the work, and probably for permanent settlement too, and of the very best and most desirable class. But of that number waiting and willing, I do not believe you could find one hundred with the necessary means for transport to Montreal, much less to Manitoba.'

These letters speak for themselves and are evidence that here in Ireland by some means which might be devised we could secure many valuable settlers for the west, and they establish beyond a shade of doubt that this is a good field for work; that with patience and perseverance, tact and energy even a larger measure of success must eventually be expected.

Your obedient servant,

C. R. DEVLIN.

No. 9.

REPORT OF EDWARD O'KELLY, AGENT IN IRELAND.

13 Queen's Square,
Belfast, August 12, 1902.

The High Commissioner for Canada,
London.

My Lord,—In presenting my annual report, I beg to state that the delay in doing so was caused, first by my trip to Canada, and secondly, on my return, by illness, which delayed the carrying out of instructions given me by the Deputy Minister of the Interior while in Ottawa. These instructions necessitated almost a complete round of my district before making up my report.

Emigration to Canada from this district in the past year has been fairly satisfactory, but you are aware of the impossibility of an agent, under present arrangements, knowing who, or exactly how many of his correspondents, scattered over a large district, actually leave for Canada.

Canada is splendidly advertised through notices in the newspapers of the country, and by the distribution of literature at the selling and buying fairs and markets. This distribution is keenly watched by the agent, who enters into conversation with as many as he possibly can during the time at his disposal, and he knows such distribution of literature and his spending the day amongst the people has good effect by the number of letters he has from that district within a few days, asking for more information. This is one of the methods pursued, but the best advertisement the Dominion ever had, or can have, is the exhibition of her agricultural and other products. The local fairs and shows are always crowded with just the best class of people for emigrants. The Canadian stand is invariably among the best equipped and most interesting there, and the intending emigrants flock to the stand to view the products, obtain information from the agent and also maps and pamphlets. The Irishman is secretive, and is mostly unwilling that his neighbours should know of his intention to emigrate ; but he feels that at a show no one will remark his attention to a stand which every one visits.

If Mr. Balfour's Irish Land Bill passes in the coming session of parliament, it will enable hundreds of the very best class of settlers to leave Ireland ; and from what I hear in my travels through the country, a very large percentage of them will settle in Canada instead of South Africa.

The valuing of the farms of the dispossessed farmers under the Belfast Water Act still drags along. The cases were adjourned to April from last fall, and when April came, were again adjourned till September. The solicitor for a large number of the farmers told me lately that he did not expect the matter would be settled for another year.

When the Deputy Minister of the Interior was in Belfast last February, he authorized me to open an office in this city and make Belfast the headquarters of the Ulster agency. I did so, and I feel sure the result will justify the small expenditure involved. I may here mention that for four years I have had use of a splendid office, with light, fuel and furniture from the Londonderry Harbour Commissioners, not only free of all expense, but accompanied by many kindly acts on the part of the Commissioners, and their courteous staff. I still use their office for my work in northern Ulster.

My correspondents for the first four months of this year numbered 1,125. I left for Canada on May 1, in charge of a large contingent of emigrants. I arrived at Quebec on the 11th of same month, and immediately left by special train for Winnipeg

with many of those who had left Liverpool in my care. On steamer and train the greatest attention was paid to the comfort of the emigrants, not a single complaint of any sort having been made to me all through the journey. At Winnipeg we were welcomed by Mr. Smith, the Commissioner of Immigration, who, during the week I was in Winnipeg, imparted a vast amount of information that will prove highly useful to me in my work here. I could not but be astonished at the truly remarkable development that has taken place in Winnipeg since last I was there five years ago.

Leaving Winnipeg, I travelled westward, my furthest point being Cranbrook, British Columbia, and everywhere I observed the same indications of steady progress. The insight thus gained into 'Canada as she is' has already, since my return, proved of great value to me in my intercourse with intending settlers and others, and will doubtless continue to be so.

At Calgary, Red Deer, Edmonton, Strathcona, Macleod, Cranbrook and Marysville I called upon settlers who had left Ireland on my recommendation, and in every case I found them prosperous, happy and contented, and I have had letters from them in the same strain since my return. I need scarcely say all this has been highly satisfactory to myself.

In conclusion I consider that the prospects for the coming year are better than in any season since I became agent in Ulster.

Your obedient servant,

EDWARD O'KELLY.

No. 10.

REPORT OF JOHN WEBSTER.

17 Victoria Street,
London, S.W., August 30, 1902.

The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my report for the year ending June 30, 1902.

I have been actively engaged during the summer months in attending places where the farmers congregate, such as the weekly market, the monthly fair and the agricultural show. Each of these affords a good opportunity for distribution of literature and for discussing with the farmers the agricultural opportunities which should obtain for them in Canada. My long experience as a western farmer lends, of course, considerable weight to the information which I endeavour to convey.

At some important agricultural shows, notably the Royal Dublin Society, we endeavoured to make the best display possible (with such materials as we had at our disposal) of the agricultural and other varied resources of the Dominion.

It is my opinion (as stated in a former report), that when we make a display of the resources of the Dominion, these should certainly be a credit to the country. Far better no exhibit at all than an inadequate one which fails to do justice to the Dominion.

I am much pleased that Canada is so well represented at the Cork International Exhibition. I earnestly hope that the effect of the exhibit and the efforts put forth by the staff in charge may help in some degree to turn towards Canada the tide of emigration which since 1845 has been steadily flowing in the direction of the United States.

I have the greatest faith in the efficacy of lecturing as a means of bringing Canadian information before the people. During the past winter I spared no effort to deliver as many lectures as possible, sometimes having three or four engagements during the same week.

In addition to the work above represented, I have had a considerable amount of correspondence to attend to, this being especially so during the period when the advertisements were appearing in the newspapers. The importance of newspaper advertisements cannot, in my opinion, be too strongly emphasized.

Mr. Devlin being absent in Canada during January and February, I took control of the Dublin office for those months. With official duties and lecturing responsibilities I was kept fairly busy.

Acting on instructions, on March 13, I sailed for Canada in charge of a large party of settlers, most of whom were booked for Manitoba and the North-west. The 'personally conducted party' scheme was a useful experiment, and I think proved most satisfactory in its results. Many desirable settlers took advantage of these parties who otherwise would never have left the old country.

I was very glad indeed to take advantage of the opportunity of revisiting Canada, and seeing for myself the progress made during the five years I had been absent from the country.

I spent some days in Winnipeg and had ample opportunity of understanding the efficient manner in which the Commissioner there looks after the interests of immigrants. Not only did I visit various districts in Manitoba and the North-west but also

British Columbia, where I had the opportunity of inspecting some of its important industries.

I received instructions from the department at Ottawa that on my return to Ireland from Canada I should make arrangements for departure to London, where I would become attached to the Immigration Department of the government office in that city.

I arrived in London on June 5, and since that date have been busily occupied attending to my work in the office.

Your obedient servant,

JOHN WEBSTER.

No. 11.

REPORT OF D. TREAU DE CŒLI, AGENT IN BELGIUM.

ANTWERP, BELGIUM, June 30, 1902.

The High Commissioner for Canada,
London.

MY LORD,—In forwarding to you my annual report I am pleased to state that in the present year emigration has made a decided step on the continent, especially in Belgium, France, Holland, Germany and Switzerland; from every one of these countries I have numerous letters of inquiry and from each of them parties have gone to Canada after having communicated with this office.

It is difficult to have exact statistics as a certain number left here either as second-class or even first-class passengers, and more so as no direct line for steerage passengers exists, and it is not easy to ascertain whether parties leaving for Liverpool proceed to Canada or to the United States.

I am confident though that the official returns at the landing points will show an enormous increase over last year. The greatest number leaving for Canada after inquiries at this office were Belgians and French, also a certain number of Germans, Hollanders and from the Grand Duchy of Luxembourg.

Belgium is geographically so situated that it borders upon every one of the aforementioned countries. A German paper, *Die Fliegende Taube,* published in Belgium, has free access in Germany no matter what propaganda it contains, and I have by means of advertising in said paper obtained a great number of inquiries from Germany and the emigration of a few families.

In consequence of judicious advertising I have received at this office from January 1 to June 30 not less than 1,385 letters of inquiry, whereas the six previous months had only given me 200. I am pleased to state that a certain number left since, while I have every reason to believe that in the near future the results of the liberal advertisement and of my own work will be most satisfactory.

I have received from places where Belgian or French emigrants have settled most satisfactory information as to their progress.

I have proceeded with the general work of the office as in former years. In the course of the summer months I have attended agricultural shows and caused literature to be distributed, while in the fall I commenced a series of lectures illustrated with lantern views. Of these lectures I have given forty this winter. I make it a point, as much as possible, to meet the parties who intend emigrating, as it is the only way to find out if they belong to the class of people wanted in Canada.

I received during the year not less than 2,160 letters and sent 2,058 replies.

Your obedient servant,

D. TREAU DE CŒLI.

REPORTS OF AGENTS IN EASTERN CANADA.

No. 1.

REPORT OF THE IMMIGRATION AGENT AT ST. JOHN, N.B.

(J. V. Lantalum.)

St. John, N.B., June 30, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit for your information a report of the arrivals of passengers at the port of St. John, N.B., for the year ending June 30, 1902.

Cabin	273
Steerage	8,531

Their destinations were:

Cabin—

Canada	268
United States	5

Steerage—

Canada	3,381
United States	5,150

and they were divided as to sexes as follows:—

Cabin, Canada—

Males	155	
Females	88	
Males, under 12	12	
Females, under 12	13	
		268

Cabin, United States—

Males	5	
Females	....	
Males, under 12	....	
Females, under 12	....	
		5

Steerage, Canada—

Males	2,373	
Females	455	
Males, under 12	298	
Females, under 12	255	
		3,381

Steerage, United States—		
Males	3,470	
Females	776	
Males, under 12	461	
Females, under 12	443	
		5,150

The steamships of the Eastern Steamship Line (International Division) plying between Boston, Portland, Eastport and St. John, landed 13,015 passengers, mostly tourists and returning Canadians.

The following statements are appended:—

Statement A—Monthly arrivals of cabin passengers for Canada.

Statement B—Monthly arrivals of cabin passengers for United States.

Statement C—Monthly arrivals of steerage passengers for Canada.

Statement D—Monthly arrivals of steerage passengers for United States.

Statement E—Showing sexes, occupations and destinations of the different nationalities remaining in Canada.

Statement F—Showing sexes, occupations and destinations of different nationalities going to the United States.

Your obedient servant,

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

25—ii—3½

Statement A.—Showing monthly arrivals of Cabin Passengers for Canada.

Nationalities.	Sexes. Adults. Males.	Adults. Females.	Children. Males.	Children. Females.	Totals.
Tourists	68	35	5	7	115
Returned Canadians	49	25	1	1	76
English	35	27	6	4	72
Irish	1	...	...	...	1
Scotch	1	1	...	1	3
German	1	...	...	...	1
Totals	155	88	12	13	268

Months.	Sexes. Adults. Males.	Adults. Females.	Children. Males.	Children. Females.	Totals.
1901.					
July	...	...	...	...	...
August	13	4	...	...	17
September	8	4	...	...	12
October	6	2	...	...	8
November	9	3	...	...	12
December	11	3	4	2	20
1902.					
January	5	...	...	...	5
February	18	6	...	...	24
March	33	12	1	1	47
April	40	35	3	3	81
May	...	...	...	...	...
June	12	19	4	7	42
Totals	155	88	12	13	268

Nationalities. Totals.	Tourists.	Returned Canadians.	English.	Irish.	Scotch.	German.
July	...	...	...	...	...	...
August	17	17	...	...	...	...
September	12	12	...	...	...	...
October	8	4	4	...	...	...
November	12	10	2	...	...	...
December	20	...	2	17	1	...
January	5	...	3	1	...	1
February	24	7	9	8	...	...
March	47	11	17	17	...	2
April	81	14	37	29	...	...
May	...	...	...	...	...	...
June	42	40	2	...	...	...
Totals	268	115	76	72	1	3

Destinations. Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west.	British Columbia.	Returned Canadians.	Tourists.	Totals.
July	...	...	...	...	...	...	...	...	...
August	...	...	...	...	...	...	...	17	17
September	...	...	...	...	...	...	...	12	12
October	...	...	...	...	...	...	4	4	8
November	...	...	...	...	...	...	2	10	12
December	9	...	1	...	...	8	2	...	20
January	...	1	1	...	...	...	3	...	5
February	...	4	...	...	...	4	9	7	24
March	...	12	...	7	...	...	17	11	47
April	16	7	2	4	1	...	37	14	81
May	...	...	...	...	...	...	...	...	...
June	...	...	...	...	...	...	2	40	42
Totals	25	24	4	11	1	12	76	115	268

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

St. John, N.B., June 30, 1902.

STATEMENT B.—Showing Monthly arrivals of Cabin Passengers for United States.

MONTHS.	TOURISTS.					RUSSIAN.					ENGLISH.				
	Adults.		Children			Adults.		Children			Adults.		Children		
	Male.	Female.	Male.	Female.	Totals.	Male.	Female.	Male.	Female.	Totals.	Male.	Female.	Male.	Female.	Totals.
1901.															
July															
August															
September	1				1										
October															
November															
December						1				1					
1902.															
January											1				1
February	2				2										
March															
April															
May															
June															
Totals	3				3	1				1	1				1

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

ST. JOHN, N. B., June 30, 1902.

STATEMENT C.—Showing Nationalities of Monthly Arrivals for Canada.

Nationalities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Welsh								2		2		
English	20				13	99	138	134	290	176		
Irish						5	16	1	55	7		
Scotch	3					104	18	3	18	5		
French						3	2	2	25	6		
Italians						31	25	40	199	176		
Austrians						15	19	7	21	120		
Returned Canadians			2			14	19	60	59	38		
Tourists		2	2	14	11		3		18	2		13
Finnish						24	34	25	89	5		
German						9	12	21	40	113		
Polish						4	10	3	9	5		
Roumanian						24	11	1	21	8		
Russia						25	74	40	107	168		
Swiss						1			2			
Syrian						9	16	14		2		
Norwegian						1		2	28	8		
United States citizens						3						
Arabian							5	2	1			
Iceland							1					
Assyrian							5					
Turkey								1				
Greek									8			
Dutch										1		
Chinese												1
Galician						2	7	6	10	4		
Swede						20	5	7	37	6		
Belgian							3	2	20	15		
Hungary							1	4	11	161		
Dane							2		2	2		
Armenian								1		3		
Totals	23	2	4	14	24	393	426	378	1,070	1,033		14

STATEMENT C.—Showing Occupations and Destinations of Monthly Arrivals for Canada.

Months.	Occupations.								Destinations.								
	Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classified.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	N.W. Territories.	British Columbia.	Returned Canadians.	Tourists.	Totals.
1901.																	
July							23	23	23								23
August							2	2								2	2
September							4	4							2	2	4
October							14	14							14		14
November	2	1	5	2		1	13	24	3	3	2	2	2	1		11	24
December	101	78	37	34	5	14	124	393	46	76	77	134	11	35	14		393
1902.																	
January	42	127	47	18	3	10	179	426	57	84	145	100	13	5	19	3	426
February	42	127	43	13	2	11	140	378	52	74	80	70	14	27	60	1	378
March	142	441	114	32	8	6	324	1,070	118	253	191	286	79	43	59	41	1,070
April	80	450	74	20	1		408	1,033	73	114	193	386	213	14	38	2	1,033
May																	
June							14	14								14	14
	409	1,227	320	119	19	42	1,245	3,381	372	604	688	978	332	125	192	90	3,381

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

STATEMENT D.—Showing Nationalities of Monthly Arrivals for United States.

Nationalities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.
Canadian									1			
English						38	23	22	14	7		
Irish						6	3		3			
Scotch								1	21			
French									3			
Italian						63	15	43	201	25		
Austrian						71	31	55	55	37		
Polish						20	17	9	7	5		
Armenian						3	19	5	3	5		
Belgian						6		4	7	1		
Dutch						1	4	3				
Finnish						88	128	209	42	39		
German						80	96	24	57	19		
Galician						7	1					
Hungary						25	5	11	7	36		
Danish						25	20	14	64	24		
Norway						23	27	14	47	40		
Turkey						2	1					
Courland						7						
Greek							5		1	28		
Hebrew							4					
Spanish							4	5		1		
Bohemian								1		1		
Servian								2				
Swiss									2			
Bavarian									1			
Roumanian						35	17	10	51	3		
Russian						710	354	508	790	247		
Syrian						7		7				
Swede						61	46	19	56	79		
United States citizens						10	16	11	17	2		
Totals						1,288	836	977	1,450	599		

STATEMENT D.—Showing Occupations of Monthly Arrivals for United States.

Months.	Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classed.	Total.
1901.								
July								
August								
September								
October								
November								
December	49	274	292	36	3	31	603	1,288
1902.								
January	26	212	290	37	4	25	242	836
February	96	252	366	53		19	191	977
March	76	415	550	56	3	10	340	1,450
April	44	189	120	20	4	11	211	599
May								
June								
Totals	291	1,342	1,618	202	14	96	1,587	5,150

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

STATEMENT E.—Showing Sexes, Occupations and Destinations of the Different Nationalities Remaining in Canada.

Nationalities.	Sexes.				Totals.	Occupations.							Totals.	Destinations.								Totals.
	Adults.		Children.																			
	Males.	Females	Males.	Females		Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classified.		Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	
English	567	153	93	57	870	163	156	141	80	11	24	295	870	170	154	175	231	72	67	1	....	....	870
Scotch	126	13	8	4	151	99	11	7	6	....	3	25	151	10	6	15	106	3	11	....	....	....	151
Tourists	56	6	1	2	65	....	....	....	....	....	....	65	65	....	....	....	....	....	....	....	....	65	65
Returned Canadians	164	14	6	8	192	....	....	....	....	....	....	192	192	....	....	....	....	....	....	....	192	....	192
Austrian	131	19	17	15	182	8	90	20	7	2	1	54	182	5	37	44	72	18	6	....	....	....	182
French	26	7	2	3	38	5	9	3	5	....	....	16	38	....	13	1	16	3	3	....	....	2	38
Finnish	172	5	....	....	177	12	149	11	....	....	1	4	177	4	45	83	13	1	1	....	....	....	177
German	95	41	24	35	195	8	37	23	4	....	2	121	195	11	17	10	122	14	....	....	....	21	195
Galician	21	5	2	1	29	12	8	1	....	....	2	6	29	2	1	....	16	..	10	....	..	....	29
Irish	47	22	10	5	84	28	9	6	5	1	1	34	84	5	12	19	25	8	5	....	....	....	84
Italian	456	10	2	3	471	1	442	9	1	1	....	17	471	75	126	255	7	2	6	....	....	....	471
Polish	26	5	....	....	31	1	17	6	2	....	1	4	31	2	5	9	15	....	....	....	....	....	31
Roumanian	28	14	11	12	65	....	10	13	5	....	1	36	65	2	53	7	3	....	....	....	....	....	65
Russian	228	76	65	45	414	21	139	60	1	....	1	192	414	52	83	58	201	17	3	..	....	....	414
Swiss	3	....	....	..	3	2	....	1	....	....	....	....	3	....	1	....	2	....	....	....	....	....	3
Syrian	27	6	7	1	41	8	14	3	....	....	....	16	41	25	16	....	....	....	....	....	....	....	41
Swedish	49	11	9	6	75	15	29	6	....	....	5	20	75	2	9	4	42	18	..	..	....	....	75
Norwegian	32	7	....	....	39	18	14	2	....	....	....	5	39	....	3	1	27	....	8	....	....	....	39
United States Citizens	2	....	1	....	3	....	1	1	....	....	....	1	3	2	1	....	....	....	....	....	....	....	3
Icelander	1	....	....	....	1	....	1	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	1
Danish	5	1	..	....	6	1	3	1	....	....	....	1	6	1	....	....	3	2	....	....	....	....	6
Belgian	33	4	....	3	40	3	23	3	....	3	....	8	40	....	....	3	30	2	5	....	....	....	40
Arabian	8	....	....	....	8	....	7	....	1	....	....	....	8	2	5	....	1	....	....	....	....	....	8
Hungarian	49	35	38	55	177	3	44	2	....	....	....	128	177	1	....	1	4	171	..	....	....	....	177
Welsh	4	....	....	....	4	....	2	..	1	1	....	..	4	1	2	....	....	1	....	....	....	....	4
Assyrian	2	1	2	....	5	....	2	....	....	....	....	3	5	....	5	....	....	....	....	....	....	....	5
Armenian	4	....	....	....	4	....	4	....	....	....	....	....	4	....	4	....	....	....	....	....	....	....	4
Dutch	1	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	1
Greek	8	....	....	....	8	....	6	....	1	....	....	1	8	....	5	3	....	....	....	....	....	....	8
Chinese	1	..	....	..	1	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	....	1	1
Turk	1	....	....	..	1	....	....	1	....	....	....	....	1	....	1	....	....	....	....	....	....	....	1
Totals	2,373	455	298	255	3,381	409	1,227	320	119	19	42	1,245	3,381	372	604	688	978	332	125	1	192	89	3,381

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1902.

STATEMENT F.—Showing Sexes and Occupations of the different Nationalities destined for the United States.

NATIONALITIES.	SEXES.					OCCUPATIONS.							
	Adults.		Children.										
	Males.	Females.	Males.	Females.	Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classified.	Totals.
Russian	1,658	396	278	277	2,609	29	274	1,252	116	....	4	934	2,609
Belgian	10	2	1	5	18	6	2	1	....	1	....	8	18
German	118	63	57	38	276	17	33	52	10	5	2	157	276
Austrian	187	33	18	11	249	9	64	99	10	1	13	53	249
Roumanian	48	33	19	16	116	3	6	33	7	....	2	65	116
Danish	110	18	10	9	147	12	53	37	5	2	4	34	147
Hungarian	52	23	4	5	84	7	34	12	2	....	3	26	84
Polish	22	12	11	13	58	....	12	10	....	....	....	36	58
Italian	326	10	7	4	347	9	292	6	4	1	....	35	347
Finnish	428	52	12	14	506	107	321	5	5	....	31	37	506
United States citizens	42	7	....	7	56	8	7	16	8	....	....	17	56
Swedish	184	55	15	7	261	35	113	28	10	....	25	50	261
Norwegian	107	25	7	12	151	23	63	12	4	....	6	43	151
English	55	20	14	15	104	5	13	27	5	3	....	51	104
Courlander	2	5	....	....	7	....	....	....	2	....	1	4	7
Irish	6	4	....	2	12	4	2	....	....	....	2	4	12
Galician	2	3	1	2	8	....	....	2	....	....	2	4	8
Syrian	13	1	....	....	14	7	....	1	5	....	....	1	14
Turk	3	....	....	....	3	....	1	2	....	....	....	....	3
Armenian	32	2	1	....	35	1	17	7	6	....	....	4	35
Dutch	5	2	1	....	8	....	....	3	2	....	1	2	8
Spanish	5	3	....	2	10	....	4	1	....	....	....	5	10
Hebrew	1	1	1	1	4	....	....	1	....	....	....	3	4
Greek	28	1	4	1	34	....	28	....	....	....	....	6	34
Scotch	16	4	....	2	22	8	....	7	....	1	....	6	22
Bohemian	2	....	....	....	2	....	....	1	....	....	....	1	2
French	3	....	....	....	3	....	....	2	1	....	....	....	3
Servian	1	1	....	....	2	....	....	1	....	....	....	1	2
Canadian	1	....	....	....	1	1	....	....	....	....	....	....	1
Swiss	2	....	....	....	2	....	2	....	....	....	....	....	2
Bavarian	1	....	....	....	1	....	1	....	....	....	....	....	1
Total	3,470	776	461	443	5,150	291	1,342	1,618	202	14	96	1,587	5,150

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1902.

No. 2.

REPORT OF THE HALIFAX AGENT.

(F. W. Annand.)

Halifax, N.S., July 1, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit herewith a report of the arrival of passengers at this agency for the year, beginning July 1, 1901, and ending June 30, 1902.

The total arrivals were :

Cabin	6,296
Steerage	17,945
Total	24,241

The general destinations of these were :

Cabin—

Canada	6,171
United States	125

Steerage—

Canada	12,739
United States	5,206

while they were divided as to sexes as follows :—

Cabin, Canada—

Males	3,020
Females	2,841
Children	310

Cabin, United States—

Males	76
Females	43
Children	6

Steerage, Canada—

Males	7,370
Females	2,372
Children	2,997

Steerage, United States—

Males	3,959
Females	790
Children	457

This shows a total increase over the arrivals of the previous year of 7,528, or an increase in cabin of 921, and in the steerage of 6,607.

The increase in the steerage arrivals was divided as follows :—

Canada	4,142
United States	2,465

The increase in the arrivals destined for the United States is almost wholly accounted for in the landing of passengers from two steamers of the North German Lloyd Line in March, which should have gone to New York but came to this port disabled.

The increase in those destined to points in Canada was of an apparently healthy character and shows a marked improvement over previous years.

It will be seen by reference to statement 'I' that there has been a considerable increase in the arrivals of nearly every nationality, the exceptions being French and Belgians, Hebrews and Italians. A very substantial increase in the arrivals from Great Britain will be noted as well as in those from Germany, Scandinavia, Russia, and Galicia.

The trend westward during the year has been very noticeable, nearly all of the increase shown being credited to the western provinces.

Ontario has gained over the previous year ; the increase in those destined for this province being larger from Scandinavia and Finland.

The falling off in those destined for the lower provinces and Quebec is more than accounted for in the non-arrival of such large numbers of Italians as in the previous year.

On the whole, as a class, I think I can safely say that the arrivals for the period being reported on have been above the average of any previous year, and with but very few exceptions should prove advantageous to the country.

A larger amount of sickness than usual has been experienced among the passengers, but in only one case were the results fatal at this agency, that of a child which died during the landing of passengers, the parents being Russian Germans, destined for the west.

A number of deaths at sea were reported, all excepting one being children. The exception mentioned was a Galician, who was buried at sea ; his wife and children having relations in the west proceeding to their destination.

Two parties of children arrived at this agency during the year—one under Rev. Mr. Wallace, for Belleville, the other, Mr. Middlemore's, for the maritime provinces.

On the ss. *Parisian* arriving in March was a young man from Ireland, destined for Winnipeg, who, on being examined by the quarantine officers, was declared to be of unsound mind, and I at once took the necessary steps for his deportation.

I was also successful in the month of April in securing the return of a girl who had shown an unwise moral tendency.

In this connection I would mention the fact that considerable difficulty has been experienced with girls sent out to this country by parties on the other side who have hoped in the change of locality to better their condition in more ways than one. The experiment has met with very poor success, and I have reasons to believe that steps which I have taken, will prevent a further occurrence.

We have met and received passengers from 264 steamers during the year, an increase of 15 over the previous year.

Nearly half of these steamers have arrived during the night and have thus added to a very large extent to the work of the agency.

Our operations during the past season have been attended with great inconvenience, owing to the fact that a large part of our already crowded space has had to be placed at the disposal of the transportation people for passengers destined for the United States.

It is very urgent that this be remedied before the winter service begins.

I would beg to draw attention to the fact of the growing importance of this agency as an 'all-the-year' port of entry, for, owing to the service being carried on by the Allan, Furness and Hamburg American lines during the summer months it has long ceased to be but a winter port, as for many years considered.

The work at this agency during the past year has been the heaviest in its history, and the members of the staff have been taxed to the fullest extent possible.

The supply of pamphlets and other reading matter bearing on western Canada furnished this agency, has been placed as far as possible to the best advantage, being distributed largely among the desirable classes passing into the United States.

The usual attention to the best interests of the immigrants has been given, and the greatest possible satisfaction prevailed among the newly arrived as to their first reception on Canadian soil.

The usual statements are herewith attached as follows :—

Statement 'A.'—Monthly arrivals of cabin passengers for Canada.

Statement 'B.'—Monthly arrivals of cabin passengers for United States.

Statement 'C.'—Monthly arrivals of steerage passengers for Canada.

Statement 'D.'—Monthly arrivals of steerage passengers for United States.

Statement 'E.'—Sexes, occupations and destinations of nationalities for Canada.

Statement 'F.'—Sexes and occupations of nationalities for United States.

Statement 'G.'—Sexes, nationalities and destinations of steerage by different lines.

Statement 'H.'—Comparative statement of monthly arrivals, 1900-01 and 1901-02.

Statement 'I.'—Comparative statement of nationalities.

Statement 'J.'—Showing arrivals according to ports of departure.

Your obedient servant,

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT A.—Showing Monthly Arrivals of Cabin

Nationalities.	Sexes. Adults. Males.	Adults. Females.	Children Males.	Children Females.	Totals.	Months.	Sexes. Adults. Males.	Adults. Females.	Children Males.	Children Females.	Totals.
						1901.					
English	413	259	35	52	759	July	561	759	41	35	1,396
Irish	7	2	1	1	11	August	514	537	7	15	1,073
Scotch	18	7	1	1	27	September	377	382	4	8	771
Norwegian	7				7	October	185	170	13	13	381
Swedish	2				2	November	211	97	14	18	340
Danish	1	1			2	December	161	107	11	7	286
German	3	3			6						
French	20	6	2	2	30	1902.					
Russian	2	1	2		5						
Swiss		1			1	January	147	56	4	5	212
Italian	1				1	February	96	45	7	7	155
Hebrew	1				1	March	250	104	10	10	374
United States citizens	5	4			9	April	194	100	13	11	318
Returned Canadians	1,075	957	56	39	2,127	May	99	96	8	5	208
Tourists	1,465	1,600	54	64	3,183	June	225	388	19	25	657
Totals	3,020	2,841	151	159	6,171	Totals	3,020	2,841	151	159	6,171

HALIFAX, N.S., June 30, 1902.

Passengers for Canada and Sexes of Nationalities.

Nationalities.														Destinations.										
English.	Irish.	Scotch.	Norwegian.	Swedish.	Danish.	German.	French.	Russian.	Swiss.	Italian.	Hebrew.	United States citizens.	Returned Canadians.	Tourists.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.
78	4						1					6	352	955	1,396	83					6		352	955	1,396
48	1	4											134	886	1,073	45	4	2	2				134	886	1,073
46		2					6		1				149	567	771	51	1	3					149	567	771
25		2					7						239	108	381	33		1					239	108	381
85				1		1							238	15	340	84	1	2					238	15	340
92						1							177	16	286	84	1	3		1	4		177	16	286
59	5	2				3	1						106	36	212	67			1		2		106	36	212
58		5		1			4						65	22	155	43	6	6	1	2	8	2	65	22	155
138	4	5					6				1		185	35	374	115	7	7	8	5	12		185	35	374
101	1	3	7		2	1	1	4				2	156	40	318	85	10	13	4	5	5		156	40	318
11													161	36	208	10					1		161	36	208
18							5			1		1	165	467	657	19	6						165	467	657
759	11	27	7	2	2	6	30	5	1	1	1	9	2,127	3,183	6,171	719	36	37	16	13	38	2	2,127	3,183	6,171

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT B.—Showing Monthly Arrivals of Cabin Passengers

Months.	ENGLISH.					IRISH.					UNITED STATES CITIZENS.					RUSSIAN.				
	Adults		Children			Adults.		Children			Adults		Children			Adults		Children		
	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.
1901.																				
July											1				1					
August	3	3	1		7							1			1					
September	5	1	1	1	8						1	2			3					
October	3	1			4		1			1	2	1			3					
November											1	1			2					
December																				
1902.																				
January	2	1			3						1				1					
February																				
March	4	2	1		7						17	7	1	1	26	3	3			6
April	1	2			3															
May	5	3			8						3	3			6					
June	1	1			2															
Totals	24	14	3	1	42		1			1	26	15	1	1	43	3	3			6

HALIFAX, N.S., June 30, 1902.

for the United States and Sexes of Nationalities.

Armenia.					French.					German.					Norway.					Austria.				
Adults		Children			Adults		Children			Adults.		Children			Adults		Children			Adults		Children		
Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.	Males.	Females.	Males.	Females.	Totals.
1				1																				
					1	2			3						1				1					
										10	7			17						4	1			5
					4				4															
					2				2															
1				1	7	2			9	10	7			17	1				1	4	1			5

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT C.

Showing Monthly Arrivals of Steerage Passengers for Canada.

Months.	Sexes.				Nationalities.																														
	Adults.		Children.		Totals.	English.	Welsh.	Irish.	Scotch.	German.	Dutch.	French.	Belgian.	Norwegian.	Swedish.	Danish.	Icelandic.	Russian.	Finnish.	Polish.	Hebrew.	Roumanian.	Moldavian.	Italian.	Syrian.	Galician.	Austrian.	Hungarians.	Greeks.	Croatians.
	Males.	Females.	Males.	Females.																															
1901.																																			
July	157	99	46	37	339	121	...	...	9	1	..	1	...	...	...	...	...	...	...	5	4	47	...	...	...	129	..	1	...	...
August	65	29	14	8	116	71	...	5	18	..	..	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	..	...	...	...
September	52	45	11	17	125	92	...	3	9	...	..	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	..	...	...	...
October	86	38	8	13	145	76	...	...	11	43	..	...	...	...	...	...	...	2	3	2	...	...	...	1	1	...	1	1	...	...
November	272	142	55	37	526	163	5	11	11	36	1	22	6	4	8	4	2	52	49	5	34	...	...	10	59	11	7	2	...	...
December	147	48	22	12	229	75	...	6	6	6	1	3	...	...	7	...	...	16	19	6	2	...	...	...	55	...	4	...	...	...
1902.																																			
January	102	26	8	6	142	73	...	3	15	1	..	1	...	...	...	...	...	...	...	2	3	...	...	2	...	15	..	...	...	...
February	414	96	32	18	560	261	1	15	28	2	..	4	..	1	3	1	1	61	125	..	13	...	...	...	...	38	..	3	...	...
March	1,331	264	122	121	1,838	1,103	2	92	65	5	..	14	20	49	30	27	4	185	121	17	24	...	...	6	...	7	7	...	5	...
April	2,768	584	441	379	4,172	857	44	63	327	31	...	6	8	512	107	24	4	144	71	1	6	2	278	164	88	1,231	1	67	50	54
May	961	451	337	324	2,073	142	3	5	16	16	...	...	...	4	2	2	...	76	17	25	3	51	1	39	52	1,434	7	124	...	...
June	1,015	550	479	430	2,474	174	..	..	7	18	..	10	1	...	...	...	...	21	19	6	26	3	..	5	356	1,728	..	72	...	...
Totals	7,370	2,372	1,575	1,422	12,739	3,208	55	203	522	159	2	61	35	570	157	61	11	557	424	70	115	103	279	227	611	4,593	27	270	55	54

STATEMENT C.—Showing Monthly Arrivals of Steerage Passengers for Canada.

Months.	Nationalities.											Occupations.								Destinations.										
	Bulgarian.	Arabian.	Malay.	Swiss.	Chinese.	Slovaks.	U. S. Citizens.	Returned Canadians.	Tourists.	Totals.		Agriculturists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not classed.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.	
1901.																														
July	..	2	..	..	..	1	..	8	10	339		85	37	15	9	1	2	190	339	132	3	2	60	120	4	..	8	10	339	
August	..	..	..	..	1	..	..	11	9	116		.....	22	15	8	3	9	59	116	92	1	1	2	.....	.....	..	11	9	116	
September	..	..	..	..	..	..	..	7	11	125		.....	32	4	7	..	13	69	125	99	2	5	..	.....	1	..	7	11	125	
October	..	..	..	..	..	..	..	3	1	145		.....	78	4	2	1	7	53	145	136	....	4	.....	.....	1	..	3	1	145	
November	..	..	5	..	..	..	..	13	6	526		37	177	18	20	7	39	228	526	167	67	120	107	19	27	..	13	6	526	
December	..	..	..	..	..	..	1	22	..	229		13	91	11	15	2	16	81	229	102	23	50	23	4	5	..	22	..	229	
1902.																														
January	..	..	..	..	..	..	..	20	7	142		13	33	17	9	9	11	50	142	38	23	28	17	7	2	..	20	7	142	
February	..	..	..	..	..	..	1	1	1	560		73	251	49	27	12	34	114	560	76	70	189	158	30	35	..	1	1	560	
March	..	..	..	..	..	..	1	35	19	1,838		409	608	123	120	20	59	499	1,828	126	121	348	916	202	70	1	35	19	1,838	
April	..	..	..	..	1	..	5	2	12	12	4,172	1,044	959	630	98	26	62	1,353	4,172	223	425	942	1,695	779	80	4	12	12	4,172	
May	1	..	..	..	..	10	..	24	19	2,073		590	271	16	54	7	6	1,129	2,073	163	79	46	1,173	558	11	..	24	19	2,073	
June	..	1	..	..	..	11	2	14	..	2,474		603	278	11	120	..	7	1,455	2,474	231	384	47	1,005	792	1	..	14	..	2,474	
Totals	1	3	5	1	1	27	7	170	95	12,739		2,867	2,837	913	489	88	265	5,280	12,739	1,585	1,198	1,782	5,156	2,511	237	5	170	95	12,739	

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1902.

STATEMENT D.—Showing monthly arrivals of

Months.	Sexes.					Nationalities.													
	Adults.		Children.																
	Males.	Females.	Males.	Females.	Totals.	English.	Irish.	Scotch.	German.	French.	Norwegian.	Swedish.	Danish.	Russians.	Finnish.	Polish.	Hebrews.	Roumanians.	Italians.
1901.																			
July	24	10	2	4	40	25	4	..	..	2	..	..	..	..	..	..	..	..	..
August	15	8	4	2	29	22	..	..	..	..	..	..	..	..	..	..	..	..	..
September	19	25	4	2	50	37	..	..	..	..	..	..	..	..	..	..	..	..	..
October	23	13	..	3	39	26	..	..	..	..	..	..	..	..	10	..	..	..	..
November	221	112	43	49	425	54	4	..	11	..	41	55	15	45	101	2	37	13	26
December	71	25	12	12	120	12	4	..	..	..	8	14	8	24	35	3	7	..	..
1902.																			
January	2	..	..	..	2	1	..	1	..	..	..	..	..	..	..	..	..	..	..
February	166	28	6	7	207	12	1	..	1	..	10	2	1	25	148	..	1	..	..
March	2,571	361	72	73	3,077	50	6	21	63	..	174	97	41	170	344	..	2	..	..
April	502	89	36	20	647	56	..	3	29	..	139	207	21	20	97	..	2	7	21
May	183	67	21	19	290	55	..	..	15	..	..	7	4	62	124	..	..	..	..
June	162	52	31	35	280	20	..	..	20	..	..	..	..	123	..	..	..	..	8
Totals	3,959	790	231	226	5,206	370	19	25	139	2	375	382	90	469	859	5	49	20	55

HALIFAX, N.S., June 30, 1902.

Steerage Passengers for the United States.

Nationalities.													Occupations.							
Galicians.	Austrians.	Hungarians.	Slavoks.	Bohemians.	Moravians.	Croatians.	Greeks.	Armenians.	Syrians.	Portuguese.	Belgians.	U. S. Citizens.	Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classed.	Totals.
								2				7	40	3	14	6	1		2	14	40
								2				5	29		9	4	2		4	10	29
								6				7	50	1	10	2	6		13	18	50
										2		1	39	1	22				7	9	39
	2	3									2	11	425	12	190	8	6	5	37	167	425
												5	120	7	54	5	5		11	38	120
													2		2						2
											6		207		152	12	2		15	26	207
113	1,125	471	4	7	6	346	1				17	19	3,077	905	1,503	65	21	77	49	457	3,077
	13	2					20				2	8	647	25	463	6	2	6	35	110	647
	13	7										3	290	23	140	9	10	1	21	86	290
	41						10		48			10	280	24	119	17	2		7	111	280
113	1,194	483	4	7	6	346	31	10	48	2	27	76	5,206	1,001	2,678	134	57	89	201	1,046	5,206

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT E.—Showing Sexes, Occupations and Destinations of the different Nationalities remaining in Canada.

Nationalities.	Sexes.					Occupations.								Destinations.								
	Adults.		Children.																			
	Males.	Females.	Males.	Females.	Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classed.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.
English	2,141	561	288	218	3,208	507	1,017	322	238	57	137	930	3,208	1,044	225	602	926	265	145	1	...	....	3,208
Welsh	32	7	9	7	55	19	8	3	...	2	1	22	55	2	....	1	45	6	1	....	....	....	55
Scotch	355	85	52	30	522	107	119	76	48	5	31	136	522	121	51	69	205	49	27	...	....	....	522
Irish	150	34	13	6	203	38	79	10	22	1	15	38	203	26	15	69	64	22	7	...	....	....	203
Norwegian	540	13	7	10	570	47	81	409	1	2	3	27	570	1	1	471	83	8	6	...	....	....	570
Swedish	116	19	11	11	157	49	37	26	...	4	9	32	157	10	1	42	70	26	4	4	....	....	157
Danish	46	12	3	...	61	19	8	18	1	....	9	6	61	3	4	21	27	6	...	...	....	....	61
Icelanders	7	2	....	1	10	1	6	....	....	....	....	3	10	....	....	....	10	....	....	....	....	....	10
Russian	176	148	124	109	557	146	26	3	....	1	10	371	557	6	10	6	355	....	....	....	....	....	557
Finnish	363	39	13	9	424	8	349	3	....	3	20	41	424	16	22	352	11	10	13	...	....	....	424
Polish	40	9	10	11	70	5	30	5	....	....	1	29	70	13	14	2	39	2	....	....	....	....	70
French	38	13	5	5	61	9	22	1	4	2	2	21	61	27	13	1	10	9	1	....	....	....	61
Belgians	19	6	6	4	35	14	4	1	....	....	1	15	35	5	5	4	21	....	....	....	....	....	35
German	107	25	21	6	159	16	74	11	6	....	7	45	159	57	15	28	37	14	8	....	....	....	159
Dutch	2	....	....	....	2	....	2	....	....	....	....	....	2	....	....	2	....	....	....	....	....	....	2
Austrian	18	5	1	3	27	8	4	1	1	4	....	9	27	5	1	....	9	10	2	....	....	....	27
Hungarian	151	52	35	32	270	95	55	1	....	....	1	118	270	22	15	11	71	140	11	....	....	....	270
Galician	1,909	1,055	795	830	4,593	1,651	239	9	3	7	14	2,670	4,593	16	4	40	2,916	1,613	4	....	....	....	4,593
Slavok	21	4	2	....	27	9	12	....	....	....	....	6	27	....	5	6	2	6	8	....	....	....	27
Roumanian	54	22	13	14	103	35	18	....	1	....	....	49	103	....	3	....	54	46	....	....	....	....	103
Moldavian	76	79	55	69	279	76	....	....	....	....	....	203	279	....	....	....	1	278	....	....	....	....	279
Croatian	54	....	....	....	54	....	54	....	....	....	....	....	54	....	36	18	....	....	....	....	....	....	54
Bulgarian	1	....	....	....	1	1	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	1
Syrian	418	95	79	19	611	....	273	....	145	....	....	193	611	129	466	6	10	....	....	....	....	....	611
Arabs	3	....	....	....	3	....	3	....	....	....	....	....	3	....	3	....	....	....	....	....	....	....	3
Hebrew	75	17	11	12	115	6	42	10	17	..	2	38	115	30	59	16	10	....	..	....	....	....	115

Greek	55				55		55						55		54	1						55
Italian	218	5	3	2	228		215	3		2	8	228	46	168	14							228
Malays	1	4			5		1				4	5		5								5
Swiss	1				1				1			1		1								1
U. S. Citizens	6	1			7	1	3	1	1		1	7	5	2								7
Chinese	1				1		1					1	1									1
Returned Canadians	109	43	9	9	170						170	170								170		170
Tourists	67	17	6	5	95						95	95									95	95
Totals	7,370	2,372	1,575	1,422	12,739	2,867	2,837	913	489	88	265	5,280	12,739	1,585	1,198	1,782	5,156	2.511	237	5	170	95	12,739

HALIFAX, N.S., June 30, 1902.

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT F.—Showing Sexes and Occupations of Nationalities for United States.

Nationalities.	SEXES.					OCCUPATIONS.							
	Adults.		Children										
	Males.	Females.	Males.	Females.	Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks & Traders.	Miners.	Female Servants.	Not Classed.	Totals.
English	203	127	23	17	370	11	147	26	15	4	58	109	370
Scotch	11	5	7	2	25	....	11	....	....	..	..	14	25
Irish	9	5	1	4	19	3	5	..	1	....	3	7	19
Norwegians	305	48	14	8	375	24	273	5	3	....	28	42	375
Swedish	297	60	13	12	382	10	274	4	2	7	34	51	382
Danish	66	15	3	6	90	9	54	3	....	....	7	17	90
Russian	237	102	66	64	469	141	73	15	8	..	5	227	469
Finnish	663	131	29	36	859	3	653	7	....	....	65	131	859
Polish	5	....	....	....	5	..	4	1	....	....	....	....	5
French	2	....	....	....	2	....	2	....	....	....	....	....	2
Belgian	12	4	4	7	27	....	11	1	....	....	....	15	27
German	83	36	10	10	139	34	28	11	10	....	....	56	139
Austrian	1,008	132	29	25	1,194	361	536	33	..	78	....	186	1,194
Hungarian	427	45	6	5	483	304	112	10	1	..	..	56	483
Galician	87	21	3	2	113	63	15	9	....	....	....	26	113
Slavoks	4	....	....	....	4	3	1	....	....	....	....	....	4
Roumanian	3	4	7	6	20	3	....	....	....	....	....	17	20
Bohemian	6	1	..	...	7	1	5	....	....	....	..	1	7
Moravian	6	....	....	....	6	1	2	....	3	....	....	..	6
Croatian	329	16	....	1	346	29	300	....	....	....	....	17	346
Hebrew	9	12	12	16	49	....	5	1	3	....	....	40	49
Greek	31	....	....	....	31	....	31	....	....	....	....	....	31
Italian	51	1	2	1	55	....	51	....	....	....	....	4	55
Armenian	9	1	....	....	10	....	5	2	2	..	....	1	10
Syrian	42	5	1	....	48	.. ..	42	....	....	....	....	6	48
Portuguese	2	....	....	....	2	....	2	....	....	....	....	....	2
U. S. citizens	52	19	1	4	76	1	36	6	9	..	1	23	76
Totals	3,959	790	231	226	5,206	1,001	2,678	134	57	89	201	1,046	5,206

F. W. ANNAND,

Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1902.

STATEMENT G.—Showing Sexes, Nationalities and Destinations of Steerage Passengers via different Lines.

Lines.	Sexes.					Nationalities.																				
	Adults.		Children.																							
	Males.	Females.	Males.	Females.	Totals.	English.	Welsh.	Irish.	Scotch.	German.	Dutch.	French.	Belgian.	Norway.	Swedish.	Danish.	Icelanders.	Russian.	Finnish.	Polish.	Hebrew.	Roumanian.	Moldavian.	Italian.	Syrian.
Allan Line	4,897	1,099	586	461	7,043	2,699	55	217	542	96	1	25	60	488	485	133	10	474	1,259	27	58	....	....	11	14
Furness Line	106	54	21	22	203	156	....	....	2	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	1
Elder-Dempster Line	272	88	57	57	474	37	....	4	....	15	1	10	1	7	25	3	....	50	23	11	73	13	....	72	100
Franco-Canadian Line	947	32	27	6	1,012	....	....	....	....	6	....	10	1	450	29	15	....	....	....	....	....	....	....	191	194
Hamburg American Line	2,665	1,368	1,030	1,025	6,088	....	....	....	....	118	....	2	....	....	....	....	....	352	....	37	30	110	279	9	350
North German Lloyd Line	1,983	249	38	33	2,303	....	....	....	....	63	....	....	....	....	....	....	....	150	....	....	....	....	....	....	....
Other Lines	459	272	47	44	822	686	....	1	3	....	....	16	....	....	....	....	....	....	1	....	1	....	....	....	....
Totals	11,329	3,162	1,806	1,648	17,945	3,578	55	222	547	298	2	63	62	945	539	151	10	1,026	1,283	75	164	123	279	283	659

STATEMENT G.—Showing Sexes, Nationalities and Destinations of Steerage Passengers via different Lines—*Continued.*

Lines.	NATIONALITIES.																		DESTINATIONS.										
	Galician.	Austrian.	Hungarian.	Slovaks.	Greeks.	Croatians.	Armenian.	Bulgarians.	Arabs.	Malays.	Swiss.	Portuguese.	Chinese.	Bohemian.	Moravian.	United States Citizens.	Returned Canadians.	Tourists.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	United States.	Totals.
Allan Line	199	3	4	..	12	....	..	..	..	5	1	..	..	..	..	31	91	43	7,043	806	371	1,129	2,005	469	209	5	91	13	1,915	7,043
Furness Line	....	....	....	....	....	....	10	..	2	..	..	..	..	..	..	5	2	21	203	147	4	7	..	1	....	..	7	21	16	203
Elder-Dempster Line	....	13	5	..	..	..	..	..	..	..	..	..	..	..	..	..	7	..	474	169	40	28	25	2	1	..	6	..	203	474
Franco-Canadian Line	..	..	..	..	61	54	..	..	1	..	..	..	..	..	..	..	..	..	1,012	35	341	530	..	..	..	..	..	..	106	1,012
Hamburg American Line	4,394	74	273	27	13	....	..	1	..	..	..	..	..	7	6	3	10	6	6,088	27	438	78	3,126	2,035	23	..	10	6	345	6,088
North German Lloyd Line	113	1,131	471	4	..	346	..	..	..	..	..	..	..	..	..	12	..	..	2,303	..	..	..	..	1	..	..	..	..	2,297	2,303
Other Lines	....	....	....	..	..	....	..	..	..	..	..	2	1	..	..	30	56	25	822	401	4	10	..	..	..	..	56	25	324	822
Totals	4,706	1,221	753	31	86	400	10	1	3	5	1	2	1	7	6	83	170	95	17,945	1,585	1,198	1,782	5,156	2,511	237	5	170	95	5,206	17,945

HALIFAX, N.S., June 30, 1902.

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT H.—Comparative Statement of Monthly Arrivals, 1900-1 and 1901-2.

Months.	CANADA.		Increase.	Decrease.	STATES.		Increase.	Decrease.	TOTALS.		Increase.	Decrease.
	1900-1901.	1901-1902.			1900-1901.	1901-1902.			1900-1901.	1901-1902.		
July	1,272	339		933	22	40	18		1,294	379		915
August	141	116		25	32	29		3	173	145		28
September	52	125	73		70	50		20	122	175	53	
October	144	145	1		41	39		2	185	184		1
November	259	526	267		196	425	229		455	951	496	
December	465	229		236	317	120		197	782	349		433
January	249	142		107	170	2		168	419	144		275
February	248	560	312		407	207		200	655	767	112	
March	1,233	1,838	605		480	3,077	2,597		1,713	4,915	3,202	
April	2,091	4,172	2,081		616	647	31		2,707	4,819	2,112	
May	1,302	2,073	771		30	290	260		1,332	2,363	1,031	
June	1,141	2,474	1,333		360	280		80	1,501	2,754	1,253	
Totals	8,597	12,739	5,443	1,301	2,741	5,206	3,135	670	11,338	17,945	8,259	1,652

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1902.

STATEMENT I.—Comparative Statement of Nationalities, 1900-1901 and 1901-1902.

Nationalities.	1900-1901.	1901-1902.	Increase.	Decrease.
English	1,484	3,208	1,724	
Welsh	2	55	53	
Irish	44	203	159	
Scotch	233	522	289	
Norwegian	18	570	552	
Swedish	38	157	119	
Danish	11	61	50	
Icelanders		10	10	
Russians	272	557	285	
Finnish	95	424	329	
Polish	18	70	52	
French	68	61		7
Belgians	51	35		16
Germans	40	159	119	
Dutch	5	2		3
Austrians	70	27		43
Hungarians	180	270	90	
Galicians	3,461	4,593	1,132	
Slovaks	14	27	13	
Roumanians	143	103		40
Moldavians		279	279	
Croatians		54	54	
Bulgarians		1	1	
Syrians	144	611	467	
Arabs	36	3		33
Hebrews	189	115		74
Greeks	35	55	20	
Italians	1,655	228		1,427
Malays		5	5	
Swiss	6	1		5
Chinese	4	1		3
Turks	2			2
Americans	13			13
United States Citizens	13	7		6
Returned Canadians	189	170		19
Tourists	64	95	31	
Totals	8,597	12,739	5,833	1,691

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1902.

STATEMENT J.—Showing the number of Arrivals according to Ports of Departure.

Ports of Embarkation.	Number.
England, Liverpool	7,950
" London	558
Scotland, Glasgow	345
Ireland, Londonderry	37
Wales, Cardiff	1
Germany, Hamburg	5,716
" Bremen	2,353
Belgium, Antwerp	790
France, Havre	235
" Boulogne	372
United States, Boston	4,285
" New York	281
Newfoundland, St. John's	874
St. Pierre	81
West Indies and Bermuda	363
Totals	24,241

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1902.

No. 3.

REPORT OF THE QUEBEC AGENT.

(P. Doyle.)

Dominion Government Immigration Office,
Quebec, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit my report for the year ending June 30, 1902, with tables giving the numbers of immigrants brought to this port by each line of steamers, their nationalities, trades and callings, general destinations, &c.

The immigrants were of the usual classes and landed in a healthy condition. Those bound for Manitoba and the North-west were of a superior class, generally people of means, who have had experience at farm life ; this, with the money they have at their disposal, will enable them to at once look out suitable locations for their future homes.

Immigrants of all classes, particularly farm hands and men with families, would find it to their advantage to arrive during the months of April, May and June, when labour is most required. By arriving early in the season they secure several months of steady employment and are enabled from their savings of the summer's labour to secure suitable clothing and lodgings for themselves and families in winter, and wealthy farmers and men of means seeking homesteads or improved farms to purchase can form a truer estimate of the real value of the property by an inspection whilst the crops are standing.

The French, Belgian, Scandinavian, Russian and German immigrants bound for Manitoba and the North-west were a fine healthy lot of people. The young people, of whom there was a fair supply of both sexes, will help to supply the increasing demand for male and female labour in the North-west.

The demand for ploughmen, really good farm hands and female domestic servants continued and all of these classes who arrived found immediate employment.

The whole respectfully submitted.

Your obedient servant,

P. DOYLE,
Dominion Government Immigration Agent.

The arrivals for the year, compared with those of the same period of 1901, were as follows :—

	1901.		1902.		Increase.	Decrease.
	Cabin.	Steerage.	Cabin.	Steerage.		
England	4,618	31,356	3,244	32,568		162
Ireland	31	424	7	509	61	
Scotland	47	1,043	106	2,066	1,082	
France		313	65	624	376	
Belgium			3		3	
	4,696	33,136	3,425	35,767	1,522	162
		4,696		3,425	162	
Grand total		37,832		39,192	1,360	

Showing an increase of 1,360.

The total number of steamships arrived with passengers was 89, tonnage 322,635.

The average passage of the Allan Line was: weekly steamers from Liverpool, 9 days; Londonderry, 8 days. Glasgow steamers from Glasgow, 11½ days. Beaver Line weekly steamers from Liverpool, 9 days. Dominion Line steamers from Liverpool, 10 days. Franco Canadienne Line from Bordeaux, 16 days. Leyland Line from London, 12 days; Antwerp, 15 days.

The number of Cabin and Steerage by each line was as follows :—

	Cabin.	Steerage.	Total.
Allan Line.			
Weekly steamers from Liverpool	2,122	13,520	15,642
" " Londonderry	7	509	516
" " Glasgow	106	2,066	2,172
	2,235	16,095	18,330
Dominion Line.			
Steamers from Liverpool	48	874	922
Beaver Line.			
Weekly steamers from Liverpool	1,058	18,174	19,232
Franco-Canadienne.			
Steamers from Bordeaux	65	624	689
Leyland Line.			
Steamers from London	16		16
" Antwerp	3		3
	19		19
Grand total	3,425	35,767	39,192

The Nationalities of the Passengers

	Returned Canadians.	Tourists.	Arabs.	Armenians.	Austrians.	Australians.	Belgians.	Bukowinians.	Bohemians.	Croatians.	Dutch.	Egyptians.	Finnish.	French.	Galicians.	Germans.	Greeks.
Allan Line.																	
Weekly, Liverpool	1268	117	7	8	6	11	49	18	2	0	1	3	2012	99	194	92	2
" Londonderry	11																
" Glasgow	162	30									3		2			3	
	1441	147	7	8	6	11	49	18	2		4	3	2014	99	194	95	2
Dominion Line.																	
Liverpool	17						1				1		118	26	32	29	
	17						1				1		118	26	32	29	
Beaver Line.																	
Weekly, Liverpool	702	245	41	59	211	2	89	491	7	116	35		757	104	1466	601	88
	702	245	41	59	211	2	89	491	7	116	35		757	104	1466	601	88
Franco-Canadienne Line.																	
Bordeaux	9	8		20										122			7
	9	8		20										122			7
Leyland Line.																	
London																	
Antwerp							3										
							3										
	2169	409	48	87	217	13	142	509	9	116	40	3	2889	351	1692	725	97

brought out by each Line were as follows :—

Great Britain.															Scandinavian.						
English.	Welsh.	Scotch.	Irish.	Hebrews.	Hungarians.	Italians.	Mennonites.	Polish.	Persians.	Roumanians.	Russians.	Spanish.	Swiss.	Syrians.	Danish.	Icelandic.	Swedish.	Norwegian	Turkish.	United States Citizens.	Totals.
6875	233	443	415	94	19	4	52	25	..	2	271	...	6	20	101	174	1096	1731	....	192	15,642
13	....	2	490	...	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	516
49	1	1765	36	....	....	1	....	7	...	....	4	....	....	....	1	55	6	11	....	36	2,172
6937	234	2210	941	94	19	5	52	32	...	2	275	..	6	20	102	229	1102	1742	....	228	18,330
516	..	2	2	13	....	....	....	11	...	....	5	...	....	....	12	....	70	67	....	....	922
516	....	2	2	13	....	....	...	11	...	....	5	...	....	....	12	....	70	67	....	....	922
2313	20	140	143	5920	205	1893	....	79	1	52	1644	1	8	123	128	20	847	452	46	183	19,232
2313	20	140	143	5920	205	1893	....	79	1	52	1644	1	8	123	128	20	847	452	46	183	19,232
12	....	....	....	125	....	15	..	....	...	....	....	...	1	367	....	....	..	....	....	3	689
12	....	....	...	125	....	15	...	...	...	....	....	...	1	367	....	....	....	....	....	3	689
...	....	....	....	....	....	..	....	....	...	....	....	...	....	....	....	....	....	....	....	16	16
....	...	...	....	....	....	....	....	....	...	....	....	...	....	....	...	....	....	....	....	...	3
....	....	....	....	....	....	....	..	..	...	....	....	...	....	....	...	....	....	....	....	16	19
9778	254	2352	1086	6152	224	1913	52	122	1	54	1924	1	15	510	242	249	2019	2261	46	430	39,192

The following tables give the number of male and female adults, and the sexes of children and infants of each nationality arrived in 1902.

	Adults.		Children.			
	Male.	Female.	Male.	Female.	Infants.	Total.
Returned Canadians	1,156	798	105	93	17	2,169
Tourists	262	101	19	13	5	400
Immigrants—						
Arabs	30	8	7	1	2	48
Armenians	76	8	1	2	...	87
Australians	7	3	2	1	...	13
Austrians	161	39	3	10	4	217
Belgian	105	19	8	7	3	142
Bukowinian	233	102	79	57	38	509
Bohemian	4	3	1	...	1	9
Croatian	112	2	...	...	2	116
Dutch	16	8	6	6	4	40
Egyptian	2	1	...	...	...	3
Finnish	1,959	578	129	151	72	2,889
French	216	97	18	13	7	351
Galician	683	361	293	217	138	1,692
German	337	178	110	59	41	725
Greek	82	9	6	...	...	97
Great Britain—English	5,081	2,597	1,054	884	162	9,778
" Welsh	85	60	57	43	9	254
" Scotch	1,445	602	143	126	36	2,352
" Irish	570	382	63	51	20	1,086
Hebrew	3,051	1,382	760	725	231	6,152
Hungarian	171	26	13	9	5	224
Italian	1,807	60	26	14	6	1,913
Mennonite	13	13	7	10	9	52
Polish	78	16	11	14	3	122
Persian	1	...	...	...	...	1
Roumanian	23	14	10	4	3	54
Russian	658	456	334	314	162	1,924
Spanish	1	...	...	...	...	1
Swiss	13	2	...	...	...	15
Syrian	300	123	42	36	9	510
Scandinavian—Danish	145	52	20	14	11	242
" Icelandic	106	58	41	30	14	249
" Swedish	1,282	437	132	112	56	2,019
" Norwegian	1,340	576	166	123	56	2,261
Turkish	41	3	...	...	2	46
United States Citizens	230	141	34	19	6	430
Totals	21,885	9,315	3,700	3,158	1,134	39,192

The trades and callings of the male steerage passengers, as per passenger lists, were as follows :—

Agriculturists	3,063
General labourers	12,574
Mechanics	2,889
Clerks and traders	627
Miners	222
	19,375

SESSIONAL PAPER No. 25

TABLE showing the number of Immigrants landed at Quebec, assisted to emigrate by various Societies during the Year ending June 30, 1902.

By whom sent out.	ADULTS		CHILDREN.		INFANTS		Total.	Destination.
	Male.	Female.	Male.	Female.	Male.	Female.		
Dr. Barnardo, London	....	....	422	305	....	....	727	Toronto, Peterboro', Ont., and Russell, Man.
The Canadian Catholic Emigration Society, London, Rev. E. St. John, Secretary	....	....	65	31	....	....	96	Ottawa.
The Church of England Waifs and Strays Association, London	....	....	40	39	....	....	79	Sherbrooke, P. Q., and Niagara, Ont.
Sheltering Home, Myrtle Street, Liverpool, Mrs. Birt	....	....	29	42	....	....	71	Knowlton, P.Q.
Mr. Fegan's Homes, 95 Southwark St., London	....	....	57	....	....	....	57	Toronto.
Home of Industry, Bethnal Green Road, London, Miss Macpherson	....	....	30	18	....	....	48	Stratford.
United British Women's Emigration Association, London, Hon. Mrs. Joyce	....	48	....	....	....	....	48	General.
Mrs. Sandford	....	46	....	....	....	....	46	Winnipeg, Man.
Father Berry's Home, 105 Shaw St., Liverpool	....	....	14	31	....	....	45	Montreal.
Manchester and Salford Boys and Girls Society, Manchester	....	....	....	18	....	....	18	Belleville.
Children's Aid Society, 32 Charing Cross, London	....	....	10	....	....	....	10	Winnipeg, Man.
The Self Help Emigration Society, London	....	....	9	....	....	....	9	Montreal.
Metropolitan Association, Buckingham St., London	....	....	....	4	....	....	4	Montreal.
The Kibble Reformatory, Farm School, Paisley, Scotland	....	....	3	....	....	....	3	S. John, N.B.
Philanthropic Society, Farm School, Red Hill, Surrey	....	....	1	....	....	....	1	Wapella, N.W.T.
Liverpool Self Help Emigration Society, Water St.	....	....	1	....	....	....	1	Montreal.
Nash Grove School, Prince St., Liverpool	....	....	1	....	....	....	1	"
Working Boys Home, Great George St., Liverpool	....	....	1	....	....	....	1	Lennoxville, P.Q.
Totals	....	94	683	488	....	....	1,265	

STATEMENT of the Number of Immigrants arrived at the port of Quebec, distinguishing the Countries from whence they sailed, up to June 30, 1901 and 1902.

	1901.	1902.
England—		
Liverpool	35,970	35,796
London		16
Ireland—		
Londonderry	410	516
Queenstown	45	
Scotland—		
Glasgow	1,094	2,172
France—		
Bordeaux	313	689
Belgium—		
Antwerp		3
	37,832	39,192

STEERAGE PASSENGERS.

STATEMENT of Immigration Arrivals and Departures at Quebec Immigration Agency for the twelve months ending June 30, 1902.

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Destinations.										Nationalities.														
		Adults.		Children.			Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	United States.	Total.	Returned Canadians.	Tourists.	Arabs.	Armenians.	Australians.	Austrians.	Belgians.	Bukowinians.	Bohemians.	Croatians.	Dutch.	French.	Finnish.	Galicians.	Germans.	Greek.
		Male.	Female.	Male.	Female.																										
1901.																															
July	4,136	2,124	918	727	367	4,136	142	70	37	662	577	612	121	111	..	1,804	4,136	142	70	9	10	..	24	16	9	2	..	..	39	337	95	67	4
August	3,612	1,910	964	298	440	3,642	237	38	20	623	471	389	95	76	..	1,693	3,642	237	38	..	5	..	11	4	..	..	..	10	40	172	90	73	..
Sept.	4,038	1,872	1,165	521	480	4,038	243	62	29	721	786	328	151	126	..	1,592	4,038	243	62	10	14	..	1	8	..	..	..	..	47	245	36	55	..
October	2,427	1,319	671	227	210	2,427	128	35	41	409	323	238	40	83	..	1,130	2,427	128	35	1	7	..	..	2	3	6	..	5	15	147	9	35	6
Nov.	2,110	1,085	534	254	237	2,110	64	34	19	260	214	219	49	38	..	1,213	2,110	64	34	20	8	..	1	4	..	..	..	2	6	196	15	42	2
Dec.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1902.																															
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	1,924	1,238	331	207	145	1,924	9	1	16	315	237	445	172	21	..	708	1,924	9	1	..	4	1	13	2	25	..	3	12	13	102	115	154	59
May	9,284	5,856	1,602	936	890	9,284	78	15	126	1,346	1,485	2,132	562	145	4	3,391	9,284	78	15	6	23	5	151	41	204	..	113	7	43	927	818	253	20
June	8,206	4,718	1,660	952	876	8,206	114	5	56	930	1,059	1,915	852	186	..	3,089	8,206	114	5	2	16	7	15	62	268	1	..	4	48	763	484	42	4
Totals.	35,767	20,152	7,848	4,122	3,645	35,767	1,015	260	344	5,266	5,152	6,278	2,042	786	4	14,620	35,767	1,015	260	48	87	13	216	139	509	9	116	40	281	2,889	1,692	721	97

STEERAGE PASSENGERS—*Concluded.*

STATEMENT of Immigration Arrivals and Departures at Quebec Immigration Agency for the twelve months ending June 30, 1902.—*Con.*

Months.	Nationalities.—*Con.*																						Occupations.								
		Great Britain.													Scandinavian.																
	Egyptians.	English.	Welsh.	Scotch.	Irish.	Hebrews.	Hungarians.	Italians.	Mennonites.	Polish.	Persians.	Roumanians.	Russians.	Spanish.	Swiss.	Syrians.	Danish.	Icelandic.	Swedish.	Norwegians.	Turkish.	United States Citizens.	Total.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	For Canada—Not Reported Elsewhere.	For United States—Not Reported Elsewhere.
1901.																															
July	3	1,084	3	260	113	1,007	17	77	..	7	..	..	40	..	..	77	32	123	180	255	2	32	4,136	266	1,198	393	69	37	225	1,948	2,332	1,804
August	..	926	..	206	137	1,031	6	73	..	4	..	..	17	1	2	50	28	8	189	203	..	81	3,642	226	1,001	412	89	32	170	1,712	1,949	1,693
Sept	..	1,169	2	312	153	924	8	90	..	10	..	..	45	..	4	83	20	28	131	240	3	93	4,038	225	1,018	391	74	29	247	2,054	2,446	1,592
October	..	548	..	151	76	421	8	130	..	..	1	2	103	..	4	169	7	11	172	141	1	53	2,427	151	814	185	62	21	135	1,059	1,297	1,130
Nov	..	303	..	43	68	700	1	73	52	3	..	..	170	..	..	81	27	..	110	65	4	16	2,110	115	661	195	39	6	99	995	897	1,213
Dec	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1902.																															
January	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
April	..	539	2	19	90	92	32	38	..	10	..	39	194	..	..	1	8	..	158	180	..	9	1,924	310	709	178	27	5	86	609	1,216	708
May	..	1,802	10	604	213	604	74	1,183	..	70	..	13	634	..	2	12	90	13	579	591	24	32	9,284	850	4,220	532	151	47	341	3,143	5,893	3,391
June	..	1,557	231	647	220	1,373	78	249	..	18	..	..	721	..	3	36	30	66	500	586	12	44	8,206	920	2,953	603	116	45	245	3,324	5,117	3,089
Totals	3	7,928	248	2,242	1,070	6,152	224	1,913	52	122	1	54	1,924	1	15	509	242	249	2,019	2,261	46	360	35,767	3,063	12,574	2,889	627	222	1,548	14,844	21,147	14,620

QUEBEC, June 30, 1902.

P. DOYLE,
Dominion Government Immigration Agent.

STEERAGE PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1902.

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Destinations.										Nationalities.													
		Adults.		Children.			Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.	Returned Canadians.	Tourists.	Arabs.	Armenian.	Australians.	Austrians.	Belgians.	Bukowinians.	Bohemians.	Croatian.	Dutch.	Egyptians.	Finnish.	French.
		Male.	Female.	Male.	Female.																									
1901.																														
July	2,332	1,182	474	509	167	2,332	142	70	37	662	577	612	121	111	..	2,332	142	70	9	10	..	24	16	9	2	..	..	3	22	39
August	1,949	1,063	502	133	251	1,949	237	38	20	623	471	389	95	76	..	1,949	237	38	..	5	..	11	4	..	..	..	10	..	22	38
September	2,446	1,107	711	334	294	2,446	243	62	29	721	786	328	151	126	..	2,446	243	62	10	11	..	1	1	..	..	..	..	..	52	46
October	1,297	705	367	117	108	1,297	128	35	41	409	323	238	40	83	..	1,297	128	35	1	7	..	..	2	3	..	..	..	..	23	41
November	897	444	253	101	99	897	64	31	19	260	214	219	49	38	..	897	64	34	..	2	..	1	4	..	..	..	..	..	38	6
December	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1902.																														
January	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	1,216	776	223	133	84	1,216	9	1	16	315	237	445	172	21	..	1,216	9	1	..	..	1	1	2	25	..	3	12	..	32	12
May	5,893	3,551	1,029	658	655	5,893	78	15	126	1,346	1,485	2,132	562	145	4	5,893	78	15	6	16	3	29	29	204	..	..	7	..	130	42
June	5,117	2,902	1,016	633	566	5,117	114	5	56	930	1,059	1,915	852	186	..	5,117	114	5	2	10	7	15	62	268	1	..	2	..	138	43
Totals	21,147	11,730	4,575	2,618	2,224	21,147	1015	260	344	5,266	5,152	6,278	2042	786	4	21,147	1015	260	28	61	11	82	120	509	3	3	31	3	457	267

QUEBEC, June 30, 1902.

STEERAGE PASSENGERS REMAINING IN CANADA.—*Continued.*

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1902—*Continued.*

Months.	NATIONALITIES—*Con.*																									OCCUPATIONS.							
				Great Britain.													Scandinavians.																	
	Galician.	German.	Greek.	English.	Welsh.	Scotch.	Irish.	Hebrew.	Hungarian.	Italians.	Mennonites.	Polish.	Persians.	Roumanians.	Russians.	Spanish.	Swiss.	Syrians.	Danish.	Icelandic.	Swedish.	Norwegians.	Turkish.	U. S. Citizens.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Totals.
1901.																																	
July	95	16	4	1021	1	250	104	86	11	59	..	4	..	..	40	..	..	77	5	123	38	50	2	..	233	483	221	55	29	140	1171	2332
August	90	31	..	846	....	201	121	114	..	46	..	4	..	..	17	1	2	49	4	8	34	16	..	..	193	396	197	70	27	108	958	1949
September	36	51	2	1071	2	279	139	160	8	68	..	10	..	..	45	..	4	67	7	28	10	33	..	..	176	495	221	55	25	147	1327	2446
October	9	10	6	479	....	135	68	30	..	74	..	..	1	2	99	..	..	165	3	11	23	1	1	..	121	331	107	49	11	67	611	1297
November	11	3	2	242	....	43	60	80	1	51	52	3	..	..	135	..	..	50	5	....	10	....	....	..	79	206	57	27	6	48	474	897
December	....	....	..	....	....	....	....	....	..	....	..	..	..	..	....	..	..	....	..	....	....	....	....	..	....	....	....	....	....	....	....	....
1902.																																	
January	....	....	..	....	....	....	....	....	..	....	..	..	..	..	....	..	..	....	..	....	....	....	....	..	....	....	....	....	....	....	....	....
February	....	....	..	....	....	....	....	....	..	....	..	..	..	..	....	..	..	....	..	....	....	....	....	..	....	....	....	....	....	....	....	....
March	....	....	..	....	....	....	....	....	..	....	..	..	..	..	....	..	..	....	..	....	....	....	....	..	....	....	....	....	....	....	....	....
April	115	39	59	522	2	18	83	26	27	34	..	8	..	39	104	..	..	1	1	....	22	18	..	..	219	420	98	25	5	54	395	1216
May	846	100	14	1765	10	582	201	97	9	938	..	57	..	13	427	..	2	12	12	13	111	110	2	13	769	2191	348	143	44	218	2180	5893
June	484	41	1	1492	231	603	210	150	42	186	..	9	..	..	565	..	3	36	16	66	187	117	11	..	877	1446	343	111	44	130	2166	5117
Totals	1686	291	88	7438	246	2111	986	743	98	1456	52	95	1	54	1432	1	11	397	53	249	435	345	16	13	2667	5968	1592	535	191	912	9282	21147

P. DOYLE,
Dominion Government Immigration Agent.

STEERAGE PASSENGERS DESTINED

STATEMENT of Arrivals and Departures at Quebec Agency,

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Nation																	
		Adults.		Children			Arabs.	Armenians.	Australians.	Austrians.	Belgians.	Bohemian.	Croatians.	Dutch.	French.	Finnish.	Galician.	German.	Greek.	Great Britain.			
		Male.	Female.	Male.	Female.															English.	Welsh.	Scotch.	Irish.
1901.																								
July	1804	942	444	218	200	1804	..	..	..	..	..	..	..	..	..	315	..	51	..	63	2	10	9
August	1693	877	462	165	189	1693	..	..	..	..	..	..	..	..	2	150	..	42	..	80	..	5	16
September	1592	765	454	187	186	1592	..	3	..	..	7	..	..	..	1	193	.	4	..	98	..	33	14
October	1130	614	304	110	102	1130	.	..	.	..	..	6	..	5	4	124	..	25	..	69	..	16	8
November	1213	641	281	153	138	1213	20	6	..	..	..	..	..	2	..	158	4	39	..	61	..	..	8
December	.....	...	....	....	....	.....	..	..	..	..	..	..	..	..	..	....	..	...	..	....	..	....	.
1902.																								
January	.....	....	....	....	....	.....	..	..	..	..	..	..	..	..	..	....	..	...	..	....	..	....	..
February	.....	...	....	...	....	....	..	..	..	..	..	..	..	..	..	....	..	...	..	...	..	....	..
March	.....	....	....	....	....	.....	..	..	..	..	..	..	..	..	..	....	..	...	..	....	..	....	..
April	708	462	111	74	61	708	..	4	..	12	..	..	..	..	1	70	..	115	..	17	..	1	7
May	3391	2305	573	278	235	3391	..	7	2	122	12	..	113	..	1	797	2	153	6	37	..	22	12
June	3089	1816	644	319	310	3089	..	6	..	....	..	..	....	2	5	625	..	1	3	65	..	44	10
Totals	14620	8422	3273	1504	1421	14620	20	26	2	134	19	6	113	9	14	2432	6	430	9	490	2	131	84

QUEBEC, June 30, 1902.

FOR THE UNITED STATES.

for the twelve months ending June 30, 1902.

ALITIES.															OCCUPATIONS.								
								Scandinavian.															
Hebrews.	Hungarian.	Italian.	Polish.	Russian.	Swiss.	Syrian.	Danish.	Icelandic.	Swedish.	Norwegian.	Turkish.	United States Citizens.	Total.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Total.
921	6	18	3	....	..	....	27	..	142	205	..	32	1804	33	715	172	14	8	85	777	1804
917	6	27	..	....	..	1	24	..	155	187	..	81	1693	33	605	215	19	5	62	754	1693
764	....	22	..	....	..	16	13	..	121	207	3	93	1592	49	523	170	19	4	100	727	1592
391	8	56	..	4	4	64	4	.	149	140	..	53	1130	30	483	78	13	10	68	448	1130
620	....	22	..	35	..	31	22	..	100	65	4	16	1213	36	455	138	12	..	51	521	1213
....	....	....	..	....	..	....	....	..	.....	.....	..	..	...	....	....	....	..	..	....	.....	.....
.....	....	....	..	....	..	....	....	..	.	..	.....	..	....	.....	..	....	....	..	..	..	.	.....
.....	....	....	..	....	..	....	....	..	.....	.....	....	..	....	.....	..	....	....	..	..	....	.....	.....
.....	....	....	..	....	..	....	....	..	.....	.....	....	..	....	.....	..	....	....	..	..	....	.....	.....
66	5	4	2	90	..	....	7	..	136	162	..	9	708	91	289	80	2	..	32	214	708
507	65	245	13	207	..	..	78	..	468	481	22	19	3391	81	2029	184	8	3	123	965	3391
1223	36	63	9	156	..	....	14	..	313	469	1	44	3089	43	1507	260	5	1	115	1158	3089
5409	126	457	27	492	4	112	189	..	1584	1916	30	347	14620	396	6606	1297	92	31	636	5562	14620

P. DOYLE,

Dominion Government Immigration Agent.

CABIN PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1902.

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Destinations.									Nationalities.												Occupations.						
		Adults.		Children			Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.	Returned Canadians.	Tourists.	Austrians.	Belgians.	French.	Germans.	Great Britain. English.	Great Britain. Welsh.	Great Britain. Scotch.	Great Britain. Irish.	Great Britain. Syrian.	Great Britain. Total.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Female Servants.	Not Classified.	Total.
		Male.	Female.	Male.	Female.																													
1901.																																		
July	324	185	122	9	8	324	96	13	1	210	1	1	1	1	..	324	96	13	..	..	2	..	200	..	10	3	..	324	..	..	..	..	..	324	324
August	716	390	291	21	14	716	316	13	10	373	3	..	..	1	..	716	316	13	..	..	8	..	353	..	22	4	..	716	..	..	..	..	..	716	716
September	906	431	416	29	30	906	393	45	4	441	15	2	1	5	..	906	393	45	..	..	41	..	393	..	33	..	1	906	..	..	..	..	..	906	906
October	327	146	156	11	14	327	81	15	..	213	8	2	2	6	..	327	81	15	..	..	6	4	207	..	14	..	..	327	..	..	..	..	..	327	327
November	180	69	104	4	3	180	34	3	..	138	5	..	..	..	..	180	34	3	..	..	..	..	143	..	..	..	..	180	..	..	..	..	..	180	180
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1902.																																		
January	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
February	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
March	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
April	83	50	25	4	4	83	39	25	..	12	3	1	1	2	..	83	39	25	1	..	..	..	18	..	..	..	..	83	..	..	..	..	..	83	83
May	363	203	131	11	18	363	105	11	7	183	22	17	11	7	..	363	105	11	..	3	10	..	225	..	5	4	..	363	..	..	..	..	..	363	363
June	418	211	171	17	19	418	90	15	19	238	20	6	14	16	..	418	90	15	..	..	3	..	280	6	19	5	..	418	..	..	..	..	..	418	418
Totals	3,317	1,685	1,416	106	110	3,317	1,154	140	41	1,808	77	29	30	38	..	3,317	1,154	140	1	3	70	4	1,819	6	103	16	1	3,317	..	..	..	..	..	3,317	3,317

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, June 30, 1902.

CABIN PASSENGERS FOR UNITED STATES.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1902.

MONTHS.	Arrived via Ocean Travel.	SEXES.				Total Number of Souls.	NATIONALITIES.					OCCUPATIONS.						
		Adults.		Children.			Great Britain.				United States Citizens.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Female Servants.	Not classified.	Total.
		Male.	Female.	Male.	Female.		English.	Welsh.	Scotch.	Irish.								
1901.																		
July	22	10	11	1		22	1				21						22	22
August	19	10	8	1		19					19						19	19
September	24	12	11	1		24	13		2		9						24	24
October	17	7	10			17	2				15						17	17
November	2		1		1	2			2								2	2
December																		
1902.																		
January																		
February																		
March																		
April																		
May	14	5	6	2	1	14	10				4						14	14
June	10	4	4	2		10	5		3		2						10	10
Total	108	48	51	7	2	108	31		7		70						108	108

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, June 30, 1902.

No. 4.

REPORT OF THE MONTREAL AGENT.

(John Hoolahan.)

Dominion Government Immigration Agency,
Montreal, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit the report of this agency for the financial year ending June 30, 1902, and, attached thereto, statistical information covering this period.

Statement 'A' shows the number of immigrant arrivals at Montreal per ocean travel via the United States ports of New York, Boston and Portland, their nationalities, occupations and destinations.

Statement 'B' shows the number of immigrant arrivals from the United States, their nationalities, occupations and destinations.

Statement 'C' shows the number of juvenile immigrant arrivals at Montreal and their destinations, person in charge and by whom sent.

Statement 'D' shows the number of applications for help received at this agency.

Statement 'E' gives the retail prices of food, fuel, &c., for the working classes in Montreal.

Statement 'F' gives the retail prices of clothing, &c., for the working classes in Montreal.

Statement 'G' gives the average rate of wages for mechanics, labourers and domestic servants.

The return at this agency of the number of immigrant arrivals at Montreal from the United States will be found in the statements 'A' and 'B' with full particulars.

The steerage passengers arriving from the United Kingdom or European ports by the different steamship lines at Quebec, Halifax, N.S., and Saint John, N.B., and who are compelled to disembark there, are taken into account at these ports, being transferred to the railways for transportation to their destinations. The first and second class passengers, as a rule, prefer remaining on board until arrival at Montreal.

The Montreal agency has kept careful count of all immigrants arriving here, intended settlers in Canada. Our officers make a thorough canvas of every train, making note of name, sex, age, nationality, occupation, name of steamship and final destination of the new arrivals. It is only applied to immigrants coming from Europe via ports in the United States and bound for Canadian points. A statement of the details thus secured is furnished every month to the department in Ottawa. The Superintendent of Immigration at Ottawa, and the Commissioner of Immigration at Winnipeg, are always informed by telegraph of the number, nationalities and time of departure of western bound immigrants from Montreal.

It is my duty to report a decrease in the number of immigrant arrivals in Canada via ports in the United States during the fiscal year ending June 30, 1902, mainly due to the fact that the Allan line passengers landed at Halifax last winter instead of at Portland, Me., as during the winter season of 1900 and 1901.

The total number of immigrant arrivals per ocean travel via ports in the United States, as per statement 'A,' for the year ending June 30, 1902, was	4,036
The total number of immigrant arrivals from the United States, as per statement 'B,' for the year ending June 30, 1902, was	3,014
Total	7,050
The total number of immigrant arrivals at Montreal from the United States and per ocean travel via ports in the United States, during the corresponding twelve months of the years 1900 and 1901, was	8,132
A decrease of	1,082

There have been issued from this office during the year, 143 certificates to immigrants bound for Manitoba, the North-west Territories and British Columbia. The certificate plan works most successfully according to my experience, as owing to the arrangements with the Canadian Pacific Railway Company, it enables settlers to convey their families and effects to their destinations at a greatly reduced cost.

There was a large demand for general labourers in the city and district of Montreal during the open season.

Works in progress in connection with the local harbour improvements, the shipping, the new railway constructions, the street railway extensions, the building trades, &c., have had a marked effect on the supply and demand for all classes of labour. In addition Montreal has become a centre where large employers of labour come to seek men to help them carry out their contracts. The rate of wages offered is also higher than in the preceding year.

There is a large and growing demand for male and female farm hands. Agricultural machinery of various kinds is in daily use, but labour is very scarce nothwithstanding, and good hands can in the proper season find constant employment at good wages. The abundant harvest in the Canadian west last year called for 20,000 farm labourers from the eastern provinces, and the Canadian Pacific Railway Company gave a special rate to them to Winnipeg in order to save the crop.

Market gardeners, gardeners, grooms and coachmen can secure positions if capable and well recommended, provided they arrive in the spring.

In regard to female domestic servants, the position is much the same as during the last and previous years. There is no limit to the demand, and the inquiries I received from all sources asking for servants of this class show that the wants of the Canadian people in this line will not easily be filled. The wages are good, the conditions of service are not irksome, and comfortable homes are assured. Servants should, however, bring with them their certificates as to competency and character, as good records are as indispensable in Canada as elsewhere. Such immigrants can find employment no matter at what season of the year they may arrive. The large commercial and industrial establishments and stores and offices open a field for Canadian young women, which, in many cases, they prefer to housework.

There is little or no demand for mechanics, book-keepers and clerks, the local supply being sufficient to meet the requirements. People of these vocations desiring to emigrate to Canada should ascertain that positions have been secured for them on their arrival or else have with them sufficient money to enable them to wait a suitable opportunity of securing employment at their special trade or calling.

It is satisfactory to be able to state that the class of immigrants arriving this year has improved in every respect. During the past few years there has been a marked improvement in the character and general appearance of the new arrivals. This year the difference over previous periods is still more pronounced and it can be frankly asserted that Canada may well be proud of the new additions to her population. They

were principally of the farming class. The large majority went to Manitoba, the Northwest Territories and British Columbia, the remainder being distributed throughout the provinces of Ontario and Quebec.

My statement is not only based on personal observation, but is corroborated by the leading officials of the different national and benevolent societies of the city of Montreal. I append their views on the subject, as follows :—

Mr. Joseph Richards, chairman of the charitable committee of the St. George's Society states, that there were 930 English and Welsh immigrants accommodated in the St. George's Home during the year. There was no increase of expenditure on immigration account over the preceding year, and the new arrivals were of a very desirable class. The majority after a short stay, went to their new homes in western Canada and the eastern townships of this province ; a small percentage remained in the city of Montreal because the heads of the different families secured employment here at their respective trades. Mr. Richards adds that the Canadian government immigration agents in England and Wales have done excellent work, securing such a suitable and self-supporting class of immigrants for Canada, and at the same time to prevent undesirable persons from coming to this country.

Mr. M. Delahanty, chairman of the charitable committee of St. Patrick's Society, states that the amount the St. Patrick's Society has expended on immigration account during the year just closed was very small. They had very few applications for financial help. Employment was provided for those preferring to remain in Montreal and railway fares paid for some who were anxious to go where work was more easily obtainable than here. These facts establish, without doubt, that the Irish who have come to Canada are desirable, self-reliant people and welcome additions to our population.

Mr. William Scale, chairman of the charitable committee of the Irish Protestant Benevolent Society, said that the immigrants who have come into contact with the society during the year ended June 30. 1902, were the makings of good citizens. They were of a most suitable and self-reliant class. Almost all of them had sufficient funds to keep them until they secured employment. It is Mr. Scale's impression that, during the past four years, the class of immigrants coming to Canada from the United Kingdom has greatly improved in every respect.

Mr. William Scath, chairman of the charitable committee of the St. Andrew's Society, states that the number of Scotch immigrants admitted into the St. Andrew's Home during the last twelve months was about the same as in the twelve months previous, and the amount of money spent by the society on immigration account showed little difference. Their objective point was mostly western Canada, and their stay at the Home was only for a day or two in order to recuperate. Work was secured for those who remained in Montreal, and all have proved themselves a credit to the land of their adoption.

Mr. A. Duboulay, secretary of L'Union Nationale Française de Montreal, Société de Bienfaisance, Maison de Refuge, fondée le 20 octobre, 1886, said, that the year just closed shows an increased number of French and Belgian immigrants admitted to the Home, and a consequently increased expenditure as compared with previous years. Almost all of them arrived with sufficient funds to support themselves until comfortably settled; the western provinces being generally their objective point. There was a large percentage who have settled in the Lake St. John district, the reports from whom are encouraging.

Mr. James Irvine, Superintendent of the Protestant House of Industry and Refuge, states that there was no application for charity or assistance from immigrants, and no moneys were expended on immigration account. Mr. Irvine thinks this is proof positive that the immigration for the past twelve months has been of advantage to Canada, and that the new arrivals are well able to take care of themselves.

Mr. Alberto Dini, President of the Italian Benevolent Society, states that during the past twelve months Italian immigration was entirely satisfactory. The new ar-

rivals of this nationality were almost all of a young, robust and hard-working class of general labourers and navvies, and for whose services there was a great demand, the wages offered being in advance of previous years. In consequence there were none who became public charges and who required the assistance of the society. As regards the Italian colony here, it is prosperous and a credit to Canada.

Not only have immigrants settling in Canada been furnished with every necessary information relative to the locations which have to be their future homes, but pains have been taken to convey this necessary information in their own native language ; the supplies of immigrant literature, furnished us by the department, printed in English, French and the different European languages being carefully distributed according to nationality. This practice has been extended even to immigrants of foreign nationalities going through Canada to seek homes in the western states.

It is with much pleasure that I am in a position to state that the repatriation movement continues to grow with extraordinary vigour. Canadians who had taken up their residences in the United States have returned to their native country in thousands. This statement does not include only people who thought farming conditions were better in the United States but also those who crossed the border to work in factories. Many of these two classes are returning and, when fully settled, will bring back others. I have every reason to believe that in the next twelve months the repatriation movement, which at present may be said to be practically in its infancy, will grow with gigantic proportions.

I am glad to be able to state that the general health of the immigrant settlers for Canada, arriving here during the year, has been good. There were very few cases calling for medical treatment and hospital accommodation. These were of a mild form of indisposition and the patients were in due course discharged as cured. I have, however, to report the following cases :—

On December 20, 1901, Thomas Laidlow, of a party of Scotch immigrants ex ss. *Corinthian,* coming out to Manitoba, was taken sick on the way to Montreal. He was suffering from the measles. He was detained here and private lodgings had been provided for the patient. The Hon. Dr. Guerin took charge of the case. In due time Laidlow recovered and resumed the journey to his destination.

On September 8, 1901, Mrs. Fiebelkom and child, Apolonia, aged two years, Russian immigrants, ex-ss. *Parisian,* for Winnipeg, were sent to private lodgings, the child having measles. The child was discharged in due course, convalescent.

It gives me great satisfaction to state that all immigrants arriving at this port have expressed themselves highly satisfied with their treatment at the hands of the different steamship and railway companies, and that their experience in this regard was all that could be desired.

Within the past year the Canadian Pacific Railway Company has established most complete and commodious waiting rooms in the basement of the Windsor Street Station. While every convenience and special comfort of the new arrivals is looked after, every care is taken to protect them against the machinations of unprincipled people who might seek to victimize these strangers. Accommodation is provided for the men and women in different chambers. Hot and cold water facilities for washing clothing, &c., are in the women's compartment. There is also a store where provisions are sold to the immigrants at city prices. The quarters are cheerful and well ventilated. In a word, the company has spared no expense to meet the sanitary and other requirements of the immigrants.

During the year much correspondence has been answered. It generally dealt with questions as to the demand for labour in Canada, cost of living, price of farm lands, rates of wages, steamship and railway fares, &c. All inquiries were carefully answered and the fullest information given.

Your obedient servant,

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

STATEMENT A.—Showing the Immigrant Arrivals and Departures at the year ending

Months.	Souls.				Nation																		
	Adults.		Children													Great Britain.						
	Male.	Female.	Male.	Female.	Arab.	Austrian.	Belgian.	Bukowinian.	Dutch.	Finnish.	French.	Galician.	German.	Greek.	English.	Irish.	Scotch.	Welsh.	Hebrew.	Hungarian.	Italian.
1901.																					
July	176	92	49	37	3	..	8	4	..	12	13	82	19	2	154	..	2	..	7	16	4
August	76	43	15	18	..	..	1	1	..	6	2	15	13	..	62	2	1	..	1	6	6
September	108	78	20	13	..	..	..	..	..	5	1	36	2	..	116	2	3	..	6	17	2
October	117	99	43	29	..	13	..	2	..	14	18	3	61	..	95	4	..	..	..	18	14
November	168	86	34	37	..	6	1	2	..	2	2	20	70	..	50	1	10	7	40	28	12
December	120	64	34	29	10	6	..	4	..	1	4	29	47	1	17	5	11	..	9	28	17
1902.																					
January	77	20	8	3	5	1	..	3	..	6	1	4	10	..	22	2	9	..	5	27	6
February	53	12	4	1	..	..	2	2	..	2	..	8	2	5	3	..	5	..	5	20	14
March	288	63	47	34	..	..	..	5	..	51	1	18	39	..	83	..	2	..	7	157	25
April	760	181	219	52	..	..	12	14	..	4	17	15	74	..	580	14	17	..	7	86	247
May	231	38	17	18	10	..	2	2	..	13	8	5	26	2	9	..	..	..	1	18	143
June	247	38	18	22	3	..	..	2	1	20	10	17	19	..	4	..	4	..	2	49	164
Total	2,421	814	508	293	31	29	26	41	1	136	77	252	382	10	1,195	30	64	7	90	470	654

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

Montreal Agency by Ocean Travel *via* Ports in the United States, for the June 30, 1902.

ALITIES.								OCCUPATIONS.								DESTINATIONS.						
			Scandinavian.																			
Polish.	Roumanian.	Russian.	Danish.	Norwegian.	Swedish.	Syrian.	Swiss.	Farmers.	Farm labourers.	General labourers.	Mechanics.	Clerks and traders.	Miners.	Female servants.	Not classified.	Lower Provinces.	Province of Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Totals.
3	12	....	1	12	....		49	35	56	8	18	10	39	139	..	67	99	131	39	18	354
4	9	1	9	13	....		16	25	20	4	11	....	23	53	5	33	30	45	19	20	152
..	3	2	1	23	....		28	11	36	7	20	5	46	66	..	78	40	63	17	21	219
..	9	..	9	28	....		21	27	33	6	19	11	59	112	..	79	73	55	60	21	288
..	9	3	26	6	30	....		28	28	43	42	14	13	40	117	..	114	25	77	61	48	325
7	31	2	2	1	7	8	..	25	17	58	5	9	6	29	98	..	35	44	99	47	22	247
..	..	..	....		1	3	....	23	6	21	..	4	23	8	23	..	13	15	23	38	19	108
..	..	..	....	....		2	....	7	11	17	2	2	14	7	10	..	5	14	21	14	16	70
..	3	..	....	....	41	....		44	61	132	4	6	41	30	114	..	79	83	50	121	99	432
9	71	2	4	14	88	..	1	68	295	336	10	20	31	113	339	..	294	502	209	152	55	1,212
6	..	7	3	12	36	..	1	21	24	150	2	1	33	17	56	..	93	60	58	58	35	304
..	..	6	2	2	20	..	.	27	33	172	1	1	13	15	63	..	126	62	67	57	13	325
29	50	53	40	56	303	8	2	357	573	1,074	91	125	200	426	1,190	5	1,016	1,047	898	683	387	4,036

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

STATEMENT B.—Showing Immigrant Arrivals and Departures at the Montreal Agency from the United States, for the year ending June 30, 1902.

Months.	Souls.				Nationalities.																					Occupations.										Destinations.							
	Adults.		Children.						Great Brit'n.						Scandinavia.																												
	Males.	Females.	Males.	Females.	Returned Canadians.	Armenian.	Finnish.	German.	English.	Irish.	Scotch.	Hebrew.	Hungarian.	Italian.	Polish.	Russian.	Danish.	Norwegian.	Swedish.	Slavonian.	Syrian.	United States Citizens.	Farmers.	Farm labourers.	General labourers.	Mechanics.	Clerks and Traders.	Miners.	Female servants.	Not classified.	Province of Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.	Total.
1901.																																										
July	428	38	30	27	140	3	8		9			10	1	334		5		3	10			1		359	3		5		155	19	60	106	129	69	140	523
August	489	31	31	24	117	9	6		7	3		6	3	124					3					141	6			2	129	25	97	36	261	42	117	578
September	125	19	18	14	90	3	5	1	5	1		7		57					2			5	1	67	6	1	4		97	46	31	1	1	1	90	176
October	79	19	15	14	74	4	12		2	5		5		12			2		2		1	8	2	2	20	4	2	4	4	89	16	27	1	9		74	127
November	38	10	8	7	35	2	6	2	4			6				4			1	2		1		12	1	1	1	1	15	11	10	4		3	35	63
December	11	11	4	1	37	1	9	3	1	1		2		3								1		12	1	3	1		39	7	12			1	37	57
1902.																																										
January	25	9	10	12	28	5	4	2	8			3		5	1				2			1		5	3	1	3	1	42	2	9	11	1		28	56
February	26	9	10	4	33		4					5	3	4								3		4		1	1	2	38	5	5	1	3	2	33	49
March	126	61	29	32	174	12	6	6	9				9	26					2			4	5	1	44				8	190	38	13	8	6	9	174	248
April	228	103	85	75	370	5	12	5						50	5				18			16	7	3	70		2	5	9	395	34	20	30	32	5	370	491
May	220	84	66	43	298		10	2	11	4	5	7	8	57		1			4			6	3	5	58	7		16	3	321	11	58		11	5	298	413
June	133	40	34	26	133	2	16	1	6	4		11		47				2	1		1	9	1		54	6	3	6	2	158	55	22	5	9	9	133	233
Total	1,958	437	340	279	1,529	46	98	21	53	27	5	67	29	1,019	5	11	2	5	43	2	2	50	27	14	1,146	37	14	46	32	1,698	304	367	203	462	149	1,529	3,014

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

STATEMENT C.—Showing the number of Children received at the Montreal Agency whom in charge of and destination, for the year ending June 30, 1902.

Date.	Name of Person in Charge.	Number of Children.	Destination.	By whom Sent.
1901.				
July 30..	Mr. D. White	68	Winnipeg, Man	Dr. Barnardo.
" 30..	"	20	Russell, Man	"
" 30..	"	11	Ontario points	"
Aug. 3..	Mr. A. B. Owen	104	Peterboro, Ont	"
" 3..	Miss Cross	22	Niagara, Ont	Church of England Waifs and Strays Sy.
Sept. 7..	Rev. W. Cooksey	31	Ottawa, Ont	Can. Catholic Emigration Committee.
" 28	Mr. A. B. Owen	94	Toronto, Ont	Dr. Barnardo.
" 28..	"	102	Peterboro, Ont	"
" 28	Mr. D. White	15	Winnipeg, Man.	"
" 28..	"	9	Russell, Man	"
" 28..	Rev. J. Sprinkling	19	Ottawa, Ont	Can. Catholic Emigration Committee.
" 28..	Mr. D. H. Daly	8	Prince Albert, Sask.	" "
Oct. 13..	Mr. F. Hill	17	Hamilton, Ont	Dr. Stephenson.
Nov. 11..	Miss Freeman	3	Knowlton, Que.	Mrs. L. Birt.
1902.				
Mar. 5..	Mr. A. Drummond and Miss Ladd	48	"	"
April 8.	Mr. A. B. Owen	170	Toronto, Ont	Dr. Barnardo.
" 8..	Mr. Struthers	30	Russell, Man	"
" 8..	"	20	Winnipeg, Man	"
" 8	Mr. S. A. Homer	37	Hamilton, Ont	Dr. Stephenson.
" 19..	Rev. R. Wallace	47	Belleville, Ont	Rev. R. Wallace.
May 4..	Miss Yates	13	Montreal, Que	Can. Catholic Emigration Committee.
" 4..	Mr. C. H. Arden	29	Ottawa, Ont	" "
" 4..	Rev. Barron	12	Montreal, Que	Soc. for Promoting Christian Knowledge
" 4	"	5	Ontario points	" "
" 4..	"	12	Winnipeg, Man	" "
" 11..	Mrs. Davies	105	Peterboro, Ont	Dr. Barnardo.
" 11..	Mr. W. Walmsley	58	Toronto, Ont	J. W. C. Fegan.
" 11	Miss Redshaw	17	Belleville, Ont	Rev. R. Wallace.
" 19..	Sister Demission	12	Ottawa, Ont	Can. Catholic Emigration Committee.
" 19..	"	4	Brandon, Man	" "
" 19	Miss Cross	15	Niagara, Ont	Church of England Waifs and Strays Sy.
June 7	Miss Johnson	49	Stratford, Ont	Miss McPherson.
" 16	Miss Yates	32	Montreal, Que	Can. Catholic Emigration Committee.
" 16..	Miss Ladd and Mr. Merry	76	Knowlton, Que	Mrs. L. Birt.
	Total	1,314		

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

STATEMENT D.—List of Immigrants wanted at the Montreal Agency, for the year ending June 30, 1902.

Class of Labour.	1901.						1902.						Total.	Remarks.
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.		
Bakers	1	2											3	Local supply sufficient.
Blacksmiths									12	5			17	" "
Carpenters	4	6	3	2	3	2			3	6			29	" "
Clerks														No demand.
Express drivers	1	4							2	3	2	3	15	Local supply sufficient.
Female—general servants	28	35	28	32	22	25	23	20	33	31	38	34	349	Good demand.
" cooks	12	18	12	10	8	7	5	4	12	9	12	10	119	"
" housemaids	10	16	14	9	8	6	5	6	10	12	18	16	130	"
" laundresses	7	5	6	4	4	2	2	1	5	4	3	4	47	"
" waitresses	6	5	4	8	5	3	4	5	9	7	5	7	68	"
Farm hands	45	60	48	29	12	10	8	10	45	75	60	50	452	"
Gardeners	5	4	2	2							5	2	20	Fair demand (in season).
General labourers	200	600	300	75	25	12	10	14	50	110	300	250	1946	Good demand.
Grooms and coachmen	3	3		2	1				2	3	5	2	21	Local supply sufficient.
Machinists				25									25	" "
Miners	50	50									100	20	220	Good demand (Western Ontario).
Tailors	5	3			2								10	Local supply sufficient.
Plumbers and tinsmiths			3	5	4	1							13	" "
Waiters	3	6	3	3		2					2		19	" "
Boys—office	2												2	No demand.
" bell	8	10	4	6	2	3	4	2	5	3	6		53	Fair demand.
" for care of horses	9	8	2	3	2	4	2	3	6	7	4	6	56	"

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

STATEMENT E.—Showing list of retail prices of ordinary articles of food and fuel required by the working classes of Montreal, 1902.

Provisions.	Prices. From.	Prices. To.	Provisions.	Prices. From.	Prices. To.
	$ cts.	$ cts.		$ cts.	$ cts.
Bacon, per lb	0 13	0 15	Oatmeal, per lb	0 2	0 3
Beef "	0 5	0 18	Potatoes, per bushel	0 40	0 75
Mutton "	0 10	0 15	Mustard, per lb	0 25	0 40
Veal "	0 10	0 15	Pepper "	0 20	0 40
Pork "	0 10	0 15	Rice "	0 3	0 5
Ham "	0 13	0 15	Salt "	0 1	0 1
Herring, per doz	0 35	0 40	Sugar, white, per lb	0 5	0 5
Butter, per lb	0 18	0 25	" brown "	0 4	0 4
Cheese "	0 13	0 15	Coffee, roasted "	0 20	0 40
Eggs, per doz	0 15	0 25	Tea, black "	0 20	0 60
Milk, per qrt	0 5	0 8	" green "	0 20	0 50
Bread, white, 4 lb. loaf	0 16	0 16	Soap, laundry "	0 5	0 8
" brown, 6 "	0 16	0 16	Tobacco "	0 10	1 00
Flour, per brl	4 00	5 50	Coal oil, per gall	0 20	0 28
" buckwheat, per lb	0 2	0 3	Firewood, per cord	4 50	6 50
" cornmeal "	0 2	0 3	Coal, per ton	6 00	6 50

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

STATEMENT F.—Showing list of retail prices of ordinary articles of raiment required by the working classes of Montreal for 1902.

Clothing, &c.	Prices.	
	From.	To.
	$ cts.	$ cts.
Coats, under, tweed	4 00	6 00
" over, tweed	8 00	15 00
Trowsers, tweed	2 00	5 00
Vests, tweed	1 00	2 00
Shirts, flannel	0 50	1 00
" cotton	0 50	1 00
" under, woven	0 40	0 75
Drawers, woollen	0 40	0 75
Hats, felt	1 00	2 50
Socks, worsted	0 15	0 40
" cotton	0 10	0 25
Blankets	2 00	5 00
Rugs	0 75	2 50
Flannel, per yard	0 20	0 40
Cotton, shirting, per yard	0 08	0 12
Sheeting, per yard	0 08	0 15
Canadian cloth, per yard	0 40	0 75
Shoes, men's	1 50	3 50
" women's	1 00	2 50
Boots, men's	1 50	3 50
" women's	1 50	3 00
India rubber over shoes, men's	0 60	1 00
" " " women's	0 50	1 00

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

STATEMENT G.—Showing the average rate of wages at Montreal, 1902.

Employment.	Wages. From.	Wages. To.	Remarks.
	$ cts.	$ cts.	
Farm labourers, per month and board	10 00	20 00	
Females, farm servants, per month and board	6 00	13 00	
" cooks, per month and board	10 00	20 00	The average cost of board and lodging for workingmen is from $3.00 to $4.00 per week.
" domestics, per month and board	8 00	15 00	
Gardeners, per month and board	12 00	25 00	
Lumbermen, per month and board	18 00	30 00	
Bricklayers, per day	2 50	3 50	
Carpenters, per day	1 50	2 00	
Electricians, per day	2 00	2 50	
Engine-drivers, stationary, per day	2 00	2 50	The rent of workingmen's dwellings (three to four rooms) is from $6.00 to $9.00 per month. In the suburbs cheaper rent can be had.
General labourers, per day	1 25	1 50	
Laundresses, per day	0 75	1 00	
Masons, per day	2 00	3 00	
Mechanics, per day	2 00	2 50	
Millhands, per day	1 25	1 75	
Miners, per day	1 50	2 00	
Saddlers, per day	1 50	2 00	
Shipwrights, per day	1 50	2 50	
Shoemakers, per day	1 50	2 00	
Smiths, per day	1 50	2 00	
Tailors, per day	1 50	2 50	
Plumbers, per day	1 50	2 50	
Wheelwrights, per day	2 00	2 50	

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1902.

REPORT OF THE ANDREWS HOME, MONTREAL.

(Appended to Agent Hoolahan's Report.)

THE ANDREWS HOME,
46 BELMONT PARK, MONTREAL, July 14, 1902.

The Dominion Immigration Agent,
Montreal.

SIR,—The Andrews Home, 46 Belmont Park, is established for the purpose of welcoming, caring for and assisting to obtain employment for all English speaking immigrants who may desire to benefit by such institution.

The work is directed by governors and a house committee composed of clergy and laity, gentlemen of the city with lady visitors who are appointed by the Archbishop of Montreal.

The Rev. Canon Renaud is the chaplain and secretary, as he is also the duly appointed chaplain, respectively, of the Society for the Propagation of Christian Knowledge, London, England, the Church Emigration Society, the Liverpool Self-Help Emigration Society, and the Metropolitan Association for befriending young servants, London, England. The whole work of the Andrews Home is personally supervised by the Archbishop of Montreal, who is the president of the corporation of the home.

The home is comfortably furnished, having two distinct and separate departments for men and women, with separate entrances, and is within four minutes walk of both railway stations. The rooms are large and airy with hot and cold water baths, which are greatly appreciated and are at the disposal of the immigrants.

The janitor meets all immigrant trains and vessels. English speaking immigrants en route to the west coming into the city can obtain suitable accommodation at a small cost and will be assisted, advised and furthered on their way.

Special care is taken of any young girls or women travelling alone, and a room is devoted to the members of the Girls' Friendly Society, which is greatly appreciated by them on their first arrival, and subsequently is of much benefit upon changing their situations. Our matron being from Bavaria speaks German and also French and English. From her knowledge of her own people (the Germans) she is confident that many of the German girls would avail themselves of the opportunity of coming to Canada to enter domestic service, if they were assisted to emigrate. We would be very glad to co-operate with the government in this matter.

The Grand Trunk system and Canadian Pacific Railway authorities are most courteous and energetic in assisting us in our work. The Dominion government agent, Mr. John Hoolahan, and his assistant, Mr. Alphonse Regimbal are most helpful, and as in years part cheerfully render us all the assistance within their power. If it were not for the government officers here and at Quebec our work would be multiplied and not nearly as satisfactory as it is.

The Andrews Home is not a house of refuge. We do not admit the tramp element. Our aim is to encourage all immigrants who may come within our influence to be independent and assist in making Canada a great country. Our ordinary charge per week for men is $3, for lads, from $2 to $2.50, children, half price, young women, $2.50. There is many a case where the committee has made a reduction even of these rates and instances where for cause no charge has been made.

The charge per day is 50 cents, which includes time and care in securing tickets, looking after baggage, besides food, bed and hot and cold water baths.

We interfere or compete with no association or society, but are prepared to assist all Church of England and English speaking immigrants who may desire to benefit by the establishment of the Andrews Home. Subjoined please find our statistics for the past year.

Your obedient servant,

J. FREDERICK RENAUD,
Chaplain and Secretary.

Immigration Report of the Andrews Home for twelve months ending June 30, 1902.

Individual visits to office	1,674
Total number of visits to office	24,351
Newly arrived men and lads	1,139
English letters received	163
English letters written	140
Canadian letters received	633
Canadian letters written	630
Letters received for immigrants	911
Lads under twenty	201
Situations obtained for men and lads	375
Moneys received for tickets and in trust	$3,048 51
Moneys expended for tickets and refunded	$3,273 21

Women's Report.

Visits to matron's office	1,630
Applications for girls	592
Girls applying for situations	122
Situations obtained for girls	112
Newly arrived women	1,391
Newly arrived female children	79
Women passed through the home	474
Total number of visitors to both offices	4,039
Total number of situations obtained male and female	487
Total number of newly arrived	1,162

REPORT OF THE WOMEN'S NATIONAL IMMIGRATION SOCIETY.

(Appended to Agent Hoolahan's Report.)

87 Osborne Street, Montreal, P.Q., July 16, 1902.

The Dominion Immigration Agent,
Montreal.

Sir,—In accordance with the request of the government, contained in a circular dated May 20, I am directed by the acting president of the above society to forward to you a report of the year's work, dating from July 1, 1901, to June 30, 1902.

Three hundred and thirty immigrants have passed through the home.

English	185	Silicians	1
Scotch	34	Hungarians	3
Irish	62	Canadians	1
Swedes	33	Americans	1
Norwegians	7	French	1
Icelanders	2		
Church of England	163	Baptists	4
Church of Ireland	8	Plymouth Sister	1
Church of Scotland	19	Congregationalists	6
Roman Catholics	66	Society of Friends	1
Presbyterians	13	Methodist	1
Lutherans	41	Jewess	1
Wesleyans	5	Atheist	1

One hundred and sixty-four immigrants have been sent out by the Hon. Mrs. Joyce, of the United British Emigration Association. All these have been sent in charge of competent matrons, the majority of them proceeding to the North-west.

MARION DRAKE,
Secretary of the W.N.I. Society.

No. 5.

REPORT OF G. BOGUE SMART, INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

OTTAWA, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my third annual report as Inspector of British Immigrant Children and Receiving Homes in Canada.

The emigration of children from Great Britain to Canada is purely a philanthropic enterprise, and its value to the Dominion will be more appreciated when it is remembered that through this agency about a thousand or more children are emigrated annually and settled throughout the different provinces of Canada.

Of the earlier emigrated children many have done remarkably well ; the larger number have followed the occupation of farming, many of them having become prosperous farmers, and others have been successful in commercial pursuits.

There is a constant and increasing demand for juvenile labour of this class, particularly in the farming districts, so that the various agencies have no difficulty in finding employment for the children as soon as they arrive in the country.

Appended may be found a statement showing the number of applications for children recorded at the principal receiving and distributing homes during the year ended June 30, 1902.

Under the heading of Government Inspection, I find the following in the February number of *Ups and Downs,* published under the auspices of Dr. Barnardo's Homes :—

'We regard it as an eminently right and wise step on the part of the government, in view of the importance of the child immigration movement and the necessity for safeguarding it from abuses, to place this particular branch of immigration under the direct oversight of one specially appointed officer, with powers of supervision over all those engaged in bringing out and placing children in the Dominion. The establishment of this inspectorship is a boon for which we have occasion to be grateful to the present government.'

The children who have come under my inspection this year have been found to be generally both physically and mentally satisfactory, and in my opinion well suited for Canadian farm life. I have reported upon them individually and with a due regard to their physical condition, general behaviour, and the character of the situations provided for them. Copies of such reports are transmitted in due course, to the Local Government Board in England.

I might here state that the Local Government Board deals only with those children who have been inmates of institutions supported by funds derived from the taxpayers, and the children sent to Canada from these institutions are placed in charge of the various philanthropic societies to whom the Board of Guardians grant varying sums of money to pay for the expense of their emigration to Canada.

During the past year I visited children in many sections of the older provinces of the Dominion and have found them, with few exceptions, giving general satisfaction and adapting themselves to their new life and conditions. In the main, their general behaviour has been satisfactory, and altogether I find that they are making good progress. In this connection Dr. Barnardo reports as follows :—' Hardly two in a hundred of our previous emigrants have disappointed the hopes with which they were sent out—

over ninety-eight per cent have succeeded.' I am also advised by the other agencies that the percentage of failures amongst their emigrants has been insignificant.

As has been previously indicated, the selection of homes and situations is of paramount importance. I am pleased to be able to report that good judgment has been exercised, and I have found, as a result, few children discontented, and changes less numerous than might be expected.

I have visited as many of the Receiving and Distributing Homes as my time would permit, and my reports may be found appended hereto. I may say that these homes are maintained at no inconsiderable expense. The cost of their maintenance is almost entirely met by the support of friends in Great Britain, and as far as I have been able to ascertain, no assistance, financial or otherwise, is received or solicited from any source in Canada, beyond the bonus of two dollars per capita paid by the government on children from private homes and schools in Great Britain.

The persons who have undertaken the responsibility of receiving and distributing the children in Canada have, I find, a very real interest in their success, and I am pleased to be able to report, therefore, that the work is thoroughly and efficiently carried on, and every endeavour is put forth to guard the best interests of the children and of their employers. No employer is expected, after giving reasonable notice, to keep a boy or girl who may not prove to be satisfactory.

SESSIONAL PAPER No. 25

STATEMENT showing the number of juveniles emigrated to Canada during the past fiscal year by some of the principal societies and the number of applications received for such children, also the number placed in homes and situations :—

Society or Agency.	Number of Children Emigrated.	Number of Applications received.	Average Age.	Number of Children Placed and Re-placed.	Remarks.
			Years.		
Mrs. Birt—Knowlton	139	1,056	5 to 14	201	
Miss Macpherson—Stratford	56	406	10	51	
Dr. T. Bowman Stephenson—Hamilton	53	373	12	51	
Church of England Society—Miss Rye, Niagara-on-the-Lake	41	365	9 and 13	37	
Mr. J. W. C. Fegan—Toronto	106	300	14	106	Estimated between 300 and 400.
The Andrews Home—Montreal	5	10	16		
Bristol Emigration Society—St. John, N.B	23	115	13	23	
Rev. Robert Wallace—Marchmont, Belleville	79	785	12	138	
Mr. Middlemore's Home—Halifax	118	200	10	118	
Canadian Catholic Emigration Society—Ottawa	89	244	13	183	
Liverpool Catholic Children's Protective Society	45	*	.....	*	* Not reported.
Church of England Society—Sherbrooke	59	125	14	59	
Dr. Barnardo—Toronto, Peterborough, Winnipeg, Russell	903	5,600	11	903	
Shaftesbury Home—Winnipeg	5	12	15	7	
Total	1,721	9,591	....	1,877	

MRS. BIRT'S DISTRIBUTING HOME, KNOWLTON, P.Q.

One hundred and forty-five children were emigrated to Canada through this agency during the year 1900-1901. Previous to their emigration the children receive general training in Mrs. Birt's Sheltering Home, Liverpool. Each child is provided with a good supply of clothing sufficient for, at least, one year's requirement. The children are invariably placed in approved homes and under definite terms, which are stipulated in an indenture. The children are visited regularly, and every effort is, I

believe, made to maintain a proper oversight of them. Reports on their progress are individually made and are systematically kept at the home. I have inspected a number of the children this year and have found them well placed, healthy and giving general satisfaction. Mrs. Birt frequently visits Canada, and keeps in close touch with the Canadian work.

This home is well located, its situation being both healthy and pleasant. It is under efficient management.

MISS MACPHERSON'S HOME.

I paid my annual visit to Miss Macpherson's Home, Stratford, Ontario, on November 18, 1901. The superintendent had just left for England, but I found a very efficient staff of assistants in charge of the work. Forty-six children were received from Great Britain during the year, a decrease of ten in comparison with the figures of 1900. This party consisted of twenty-five boys and twenty-one girls, the youngest of whom was four and the oldest sixteen years of age. They were found situations and homes readily, as the demand was again during the past year much greater than the supply. I am advised that the children have been singularly free from sickness during the year. They have been regularly visited, and the reports received have been gratifying to the superintendent. I have reported upon several of them, and have found them to be in every way a desirable class of immigrants.

ST. VINCENT'S HOME, LIVERPOOL CATHOLIC CHILDREN'S PROTECTIVE SOCIETY, MONTREAL.

The first party of children reached Canada on May 4. At this date there were nine boys and one girl in the home, all of rugged appearance. The majority of the children are found homes and situations in the province of Quebec, while a few have been placed in eastern Ontario. The home throughout is very comfortable and is well kept. Miss Yates, who has for years been identified with the society's work in England, pays an annual visit to Canada for the purpose of visiting the children in their new homes.

CANADIAN CATHOLIC EMIGRATION SOCIETY, NEW ORPINGTON LODGE, HINTONBURG, ONTARIO.

This society has during the past few years extended its field of operation considerably. Formerly their children were placed, almost exclusively, in Quebec and eastern Ontario. Now, however, a number are annually located in western Ontario. The superintendent advises me that their operations of the past year have brought satisfactory results. The children are generally well settled and doing satisfactorily. They are placed only in approved homes, and are visited, at least, once each year by the superintendent for the purpose of reporting on their progress and comfort. There has been comparatively little sickness amongst their number during the year. I have found those of the children whom I have inspected this year healthy and robust, and on the whole, getting along very well in their new homes and surroundings. New Orpington Lodge, the Society's Distributing Home, is pleasantly situated and is comfortable and well maintained throughout.

DR. BARNARDO'S HOMES.

Since the inauguration of Dr. Barnardo's work 12,131 children, the greater number of whom were boys, have been emigrated and placed in Canada. The number of arrivals during 1901 shows a gain over the record of any previous year in their history. Five parties, aggregating 1,013 children, reached Canada between the months of March and September. Notwithstanding the fact that such a large number was placed, not more than one-third of the applications received were filled. Mr. Alfred B. Owen, who has a general supervision over the work in Canada, states that the 20th season's operations

have been most satisfactory, and that their visitors' (there are five in all) reports for the past year show that the children are doing remarkably well. I visited the head office and Distributing Home for Boys, Toronto, on November 7 and found only three boys there; these lads were to be re-placed at an early date. The superintendent advises me that the children are generally healthy, and that no serious or chronic ailment amongst their number has been brought to his attention. The behaviour of the children has been good, and comparatively few have changed situations on this account.

In addition to the ordinary plan of placing the children in service under indenture, a system of boarding out the younger emigrants has for some years been adopted by the Barnardo committee. Ten years ago, as an experiment, twelve young children were so disposed of, and the results were so satisfactory that the system has been adopted, which means the expenditure of a very large sum of money annually. At present there are about five hundred children boarded out. Children, who otherwise would have remained in the old country homes and schools until fourteen years of age, are now brought to Canada at the average age of eight years. The object of this plan is that the children may be trained to Canadian customs and educated in our rural schools until they attain an age at which they might reasonably be expected to be self-supporting.

I also visited 'Hazel Brae,' Dr. Barnardo's Girls' Home, Peterborough, on November 28. There were twenty-two little girls there awaiting the selection of suitable situations. They were all very neat and tidy and healthy in appearance. Their visitors' lists contain, approximately, the names of 1,200 girls as entitled to calls from their lady visitors. The staff of 'Hazel Brae' consists of a matron, secretary, two assistant secretaries, a stenographer and two lady visitors. The home is very efficiently managed, and a personal interest evinced in the comfort and well-being of the children under the supervison of the staff.

MISS RYE'S HOUSE, NIAGARA-ON-THE-LAKE, ONTARIO.

On November 11 I again visited this interesting home at Niagara-on-the-Lake. I found twenty-one girls in the home, nearly all of whom were very young and were being kept here for adoption. They were an exceedingly bright and healthy looking lot of children and neatly dressed. During their stay here they are being taught by a governess sewing, knitting and other useful household duties. A number of the girls are to remain here until the spring. In the meantime they will assist with the housework and attend the private school in connection with the institution.

No difficulty is experienced in obtaining suitable homes and situations for these girls, in fact, applications always keep far in advance of the supply. The matron informs me that the health of the children during the past year has been generally satisfactory. The home throughout is very conveniently arranged, and all the comforts of home are afforded the children.

DR. T. BOWMAN STEPHENSON'S RECEIVING HOME, HAMILTON.

I made my annual visit of inspection to this home on November 8, 1901. The governor states that the operations of the past year have been very successful. The children are well settled, and it was found unnecesary to change any of them from their original places. Their visitors' reports, a number of which I have perused, were very gratifying, and go to show that their boys are comfortably settled. I have inspected and reported upon some of Dr. Stephenson's immigrants during the past year, and have found them filling their positions with satisfaction to their employers. Two parties of children were received during the past year, and, with the exception of twelve little chaps, they were at once placed in approved homes. The home is very efficiently managed, and the governor is much interested in the work.

MR. J. W. G. FEGAN'S HOME, TORONTO, ONTARIO.

On July 28 a party of forty-eight boys arrived at this home. Their ages averaged fourteen years. They were immediately placed with farmers in western Ontario under agreements extending over a term of years. Mr. Fegan's visitor, who happened to be at headquarters when I called, informed me that their boys are making good headway and are well treated by their employers. It is to be hoped that during the coming year Mr. Fegan may be able to increase his annual emigration parties, as the superintendent advises me that he has again this year been unable to supply the demand.

Mr. Fegan's Canadian work is well conducted, and the interests of the children are carefully looked after.

THE MARCHMONT HOME, BELLEVILLE, ONTARIO.

Under the direction of Rev. Mr. Wallace, of Marchmont, seventy-nine personally selected juvenile immigrants arrived in Canada during the past year. Mr. Wallace exercises reasonable care in distributing the children, and selects only such homes for them as have been previously recommended to him. The children were dispatched to their respective homes and situations without delay, as many of the applications had been filed for some time previous to their arrival in Canada. Each child is placed out under definite terms, in writing, and a proper supervision is maintained over them in their new conditions. I am advised that, with comparatively few exceptions, the children are giving good satisfaction. On the occasion of my visit to Marchmont, I found a few of the younger members of this year's parties there. They were bright, healthy and free from any physical defect. The children whom I have inspected and reported upon were found to be in advantageous homes and doing well.

Marchmont Home is well maintained. It is under the personal supervision of Rev. Mr. Wallace, who is thoroughly devoted to his work, and gives almost his entire time and attention to the needs and welfare of the children who have emigrated to Canada under his auspices.

Your obedient servant,

G. BOGUE SMART.

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA

No. 1.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I respectfully submit a report of the transactions of my office for the fiscal year ending June 30, 1902.

In the following tables the immigration recorded at this office for the past fiscal year is set forth, and for purposes of comparison a table for the fiscal year ending June 30, 1901, has also been attached. Some other statistics are also given of previous calendar years, together with other trustworthy information of nationalities, sexes, occupations and distribution of immigrants.

The total immigration recorded at this office for the past fiscal year is 55,261 as against 32,005 for the fiscal year immediately preceding. From these 55,261 must be deducted the departures en route for the western and Pacific states, 1,089, for western Ontario, 1,085, and for the Yukon, 268—being a total of 2,442 souls, leaving the net recorded settlers at 52,819. To these 52,819 must be added a percentage for unrecorded immigrants who came in at various points, largely by wagons, moving into Manitoba and the North-west Territories as immigrants formerly did from the eastern to the western states. This feature is particularly noticeable in connection with the movement from the state of Utah to Alberta ; and, in view of the very large movement that has taken place from the Dakotas into the southern part of Manitoba and Assiniboia by way of wagon roads, there is every justification for continuing to add as due to that source 25 per cent to the arrivals recorded in this office. Our returns of arrivals at immigration halls continue to show a surprisingly large number who are not reported by any of our agents on any line of railway. This percentage gives an additional 13,205 souls, or a total net increase by immigration of 66,024 to the population of western Canada during the fiscal year now closed, of whom 4,895 settled in British Columbia. Of the total number of immigrants recorded here, about 12 per cent were English, ¾ per cent Welsh, 5½ per cent Scotch, 2¼ per cent Irish, 27 per cent Canadians (including 2,102 returned Canadians), 15 per cent American-born. This percentage of United States immigration was nearly 40 per cent of the whole.

The annual statements of the various immigration agents, land guides and other officials directly connected with the work of this office in western Canada are incorporated in this report.

TABLE No. 1.—Recapitulation and distribution of Immigrants reported

Months.	Nationality.															
	Austrians.	Arabs.	Belgians.	Bohemians.	Chinese.	Canadians.	Returned Canadians.	Dutch.	Doukhobors.	Danish.	English.	French.	Finnish.	Germans.	Greeks.	Hebrews.	Hungarians.
1900.																	
July	1	..	9	..	..	503	30	..	..	1	262	20	28	275	..	10	16
August	1	..	..	1	..	700	14	..	..	12	175	2	15	137	..	30	4
September	4	..	2	..	..	607	16	..	1	26	202	27	13	104	..	11	59
October	21	..	..	..	..	427	17	..	..	1	200	3	17	83	1	6	33
November	6	1	..	..	..	358	46	..	..	..	73	19	8	172	..	1	13
December	2	..	..	..	..	233	9	..	..	14	46	3	21	101	..	8	12
1901.																	
January	..	..	1	..	..	213	8	..	..	1	30	8	13	9	..	15	24
February	3	..	4	..	..	344	58	..	..	..	79	3	18	3	..	12	9
March	6	..	63	1	1	2,041	337	..	..	8	232	10	40	171	..	5	81
April	12	..	6	4	..	1,647	420	1	..	39	619	24	59	395	..	..	175
May	38	..	5	9	..	1,033	268	5	..	28	677	24	54	434	..	32	31
June	15	..	9	1	..	498	145	..	..	33	297	62	42	367	1	8	64
Totals	109	1	99	16	1	8,604	1,368	6	1	163	2,892	205	328	2,251	2	138	521

Months.	Via											
	Ocean.				United States.				Canada.			
	Adults.		Under 12.		Adults.		Under 12.		Adults.		Under 12.	
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
1900.												
July	957	708	630	518	138	102	78	65	165	158	98	90
August	408	308	200	143	222	74	42	45	275	232	108	81
September	440	162	121	85	133	67	56	45	233	189	99	83
October	303	189	111	78	186	120	99	97	120	170	72	69
November	161	102	80	67	97	44	27	38	99	146	66	61
December	134	59	34	34	39	10	8	6	89	87	29	32
1901.												
January	86	22	8	8	58	27	27	13	95	82	26	22
February	94	34	14	15	262	81	70	49	215	94	34	30
March	410	99	64	60	811	352	250	268	1,083	463	275	220
April	1,099	339	251	215	971	427	319	293	899	365	203	214
May	1,302	580	358	330	848	271	174	188	526	284	171	131
June	1,197	756	588	474	630	227	159	147	217	164	74	72
Totals	6,591	3,358	2,459	2,027	4,395	1,802	1,309	1,254	4,016	2,434	1,255	1,105

SESSIONAL PAPER No. 25

at Winnipeg for the Fiscal Year ending June 30, 1901.

Nationality.																							
Hollanders.	Half-Breeds.	Italians.	Icelanders.	Irish.	Moldavians.	Norwegians.	Newfoundlanders.	Polish.	Russians.	Roumanians.	Portuguese.	Ruthenians.	Slovaks.	Swiss.	Stundist.	Swedish.	Syrians.	Spanish.	Scotch.	United States.	Welsh.	West Indians.	Total.
..	..	18	489	12	....	24	..	81	115	49	..	1,357	..	..	..	40	..	....	61	350	5	..	3,707
..	..	9	246	31	....	39	....	2	10	6	..	189	..	4	..	28	6	..	78	342	14	..	2,138
..	..	4	22	27	....	17	....	6	13	..	..	110	..	..	3	22	..	....	130	281	..	3	1,713
..	..	17	4	16	....	8	....	2	1	..	..	150	..	1	..	29	..	....	93	481	..	..	1,614
1	..	39	18	5	....	3	5	5	10	..	..	64	39	..	..	13	7	....	8	74	1	6	988
..	..	21	..	1	....	12	....	1	....	..	..	27	..	..	..	13	..	....	9	21	..	..	561
..	..	3	5	6	....	1	....	1	1	4	..	8	..	..	..	7	..	....	15	101	..	..	474
..	..	25	..	3	....	20	....	2	..	..	..	..	..	..	..	6	..	....	13	378	12	..	992
..	..	29	15	9	....	15	3	25	14	..	1	16	..	5	..	28	..	....	9	1,189	2	..	4,355
1	..	135	19	67	75	132	10	50	33	3	..	429	..	2	..	196	1	....	151	883	7	..	5,595
7	..	131	53	124	....	190	2	14	60	10	..	900	27	6	..	226	3	....	170	577	22	2	5,163
1	2	48	192	39	....	134	1	35	50	1	..	1,800	3	2	..	72	....	2	255	520	7	..	4,705
10	1	479	1,063	340	75	595	21	224	307	73	1	5,050	69	20	3	680	17	2	992	5,197	70	11	32,005

Total.	Occupation.								Total.	Destination.						Total.
	Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.		Ontario.	Manitoba.	North-west Territories.	Yukon.	British Columbia.	United States.	
3,707	845	..	238	67	36	38	87	2,396	3,707	18	2,255	1,081	20	333	..	3,707
2,138	530	..	153	65	24	87	106	1,173	2,138	10	971	812	87	258	..	2,138
1,713	341	..	76	32	34	228	10	992	1,713	21	680	538	76	390	8	1,713
1,614	328	..	62	26	33	120	..	..	1,045	1,614	13	592	663	4	342	..	1,614
988	156	..	65	33	23	72	1	638	988	9	294	351	2	332	..	988
561	156	..	34	19	22	25	....	305	561	9	262	148	...	142	..	561
474	91	..	43	28	19	45	....	248	474	11	144	171	3	145	..	474
992	317	..	74	57	27	78	7	432	992	14	241	427	62	248	..	992
4,355	1,865	..	158	135	49	112	2	2,034	4,355	47	1,237	2,669	30	372	..	4,355
5,595	2,156	..	321	186	112	27	141	2,652	5,595	87	1,895	2,915	29	655	14	5,595
5,163	1,767	..	483	179	118	98	45	2,473	5,163	47	2,024	2,316	40	736	..	5,163
4,705	1,658	..	189	77	31	66	12	2,672	4,705	56	1,861	2,370	28	383	7	4,705
32,005	10,210	..	1,896	904	528	996	411	17,060	32,005	342	12,456	14,461	381	4,336	29	32,005

TABLE No. 2.—Recapitulation and Distribution of Immigrants reported

Months.	Nationality.																				
	Austrians.	Australians.	Armenians.	Arabs.	Bulgarians.	Bohemians.	Belgians.	Brazilians.	Bavarians.	Courlanders.	Returned Canadians.	Canadians.	Chinese.	Dutch.	Doukhobors.	Danish.	English.	French.	Flemish.	Finnish.	Greeks.	Germans.	Hebrews.
1901.																							
July	33	..	..	1	..	2	11	..	1	..	71	497	..	..	2	10	363	45	..	26	..	120	10
August	2	..	..	..	..	4	58	..	..	..	101	2,891	..	1	..	11	603	21	..	21	40	160	33
September	13	..	..	..	..	..	6	..	..	..	86	510	..	2	..	19	348	9	..	30	3	307	..
October	12	..	..	..	..	9	8	..	..	..	68	535	..	..	..	16	226	35	..	43	..	333	18
November	6	..	5	3	..	10	3	..	1	..	153	397	..	..	..	24	215	34	..	10	1	391	11
December	4	..	..	1	..	3	..	..	..	..	104	263	..	..	..	19	108	27	..	6	..	292	7
1902.																							
January	2	..	..	..	..	4	2	..	..	..	28	240	..	5	11	5	74	21	..	9	..	102	12
February	7	..	1	..	..	4	3	..	..	2	105	279	..	..	..	4	183	5	..	41	5	164	..
March	6	..	1	..	..	23	31	22	1	..	352	2,830	..	3	..	51	647	38	..	40	1	650	17
April	14	2	..	..	..	17	27	..	..	..	431	2,341	1	..	..	91	1,562	46	1	99	..	1,024	16
May	49	..	1	1	1	11	28	..	..	..	278	1,105	..	10	..	61	1,158	58	..	118	2	1,242	46
June	14	2	..	4	..	22	7	..	..	..	325	642	..	..	..	40	792	31	1	112	2	862	28
Total	152	4	8	10	1	109	184	22	3	2	2,102	12,530	1	21	13	351	6,279	370	2	555	54	5,647	198

Months.	Via												
	Ocean.				United States.				Canada.				
	Adults.		Under 12.		Adults.		Under 12.		Adults.		Under 12.		
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Total.
1901.													
July	497	270	153	148	852	154	81	123	306	127	56	54	2,821
August	741	264	172	134	1,053	138	81	61	2,289	419	177	145	5,674
September	354	201	94	88	584	167	108	98	274	146	62	58	2,234
October	249	159	79	73	683	170	115	101	201	191	74	96	2,191
November	227	101	66	55	790	272	185	210	150	146	53	54	2,309
December	253	143	76	80	392	122	93	101	104	109	48	31	1,552
1902.													
January	132	46	22	17	455	95	76	71	102	94	21	35	1,166
February	238	61	41	13	629	152	119	89	177	93	23	20	1,655
March	697	147	81	62	1,734	616	456	437	1,806	576	333	303	7,248
April	2,238	504	359	305	2,237	677	585	547	1,298	532	308	265	9,855
May	3,245	1,365	940	903	2,026	429	356	302	667	201	111	107	10,652
June	1,947	877	683	647	2,103	425	263	225	415	208	51	60	7,904
Total	10,818	4,138	2,766	2,525	13,538	3,417	2,518	2,365	7,789	2,842	1,317	1,228	55,261

at Winnipeg during the fiscal year ending June 30, 1902.

NATIONALITY.

Half-breeds.	Hollanders.	Hungarians.	Irish.	Italians.	Icelanders.	Livonians.	Newfoundlanders.	Negroes.	Norwegians.	Persians.	Portuguese.	Polish.	Ruthenians.	Roumanians.	Russians.	Swedish.	Swiss.	Syrians.	Scotch.	Slovaks.	Tourists.	United States.	Welsh.	Total.
..	..	44	49	415	90	..	6	..	118	..	..	27	248	..	29	67	..	..	146	..	....	383	7	2,821
..	1	12	55	555	162	..	3	..	40	..	..	26	201	..	9	73	3	..	193	..	....	391	4	5,674
..	3	18	66	25	24	..	3	..	73	..	..	3	98	4	31	70	1	1	116	..	....	355	11	2,234
..	2	47	51	28	24	..	2	..	58	..	..	2	21	1	32	108	3	..	87	2	....	427	2	2,191
..	..	35	52	18	56	..	1	1	106	..	..	19	26	..	19	52	2	14	144	..	....	496	18	2,309
..	..	25	35	33	6	..	1	1	47	..	..	21	52	25	..	59	..	2	151	10	..	231	7	1,552
..	1	19	60	58	21	..	....	..	45	..	..	6	27	..	7	43	..	..	74	..	....	284	4	1,166
..	..	32	61	53	1	..	....	..	73	..	..	11	35	..	3	49	..	..	102	..	....	411	21	1,655
..	1	133	203	238	10	4	3	..	143	..	..	..	66	..	13	204	2	..	275	12	....	1,204	24	7,248
1	..	376	220	74	29	..	2	..	418	..	..	27	382	22	59	481	9	..	613	4	..	1,414	52	9,855
..	6	138	201	191	111	..	..	2	539	..	2	38	3,012	62	73	325	24	3	540	22	....	1,178	16	10,652
..	5	90	134	186	83	..	....	2	593	2	..	126	1,540	3	60	327	1	2	462	9	166	1,009	220	7,904
1	19	969	1,187	1,874	617	4	21	6	2,253	2	2	306	5,708	117	335	1,858	45	22	2,903	59	166	7,783	386	55,261

OCCUPATION.

Farmers and Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Total.
800	551	132	34	66	.. ..	1,238	2,821
2,645	871	255	118	71	5	1,709	5,674
811	187	59	45	56	.....	1,076	2,234
823	123	78	53	37	4	1,073	2,191
945	54	36	52	50	1	1,171	2,309
585	36	24	36	49	2	820	1,552
511	51	38	22	60	..	484	1,166
769	111	59	32	56	6	622	1,655
3,393	421	152	100	142	3	3,037	7,248
4,761	433	256	168	84	22	4,131	9,855
4,527	963	215	100	82	133	4,632	10,652
3,368	696	146	93	62	50	3,489	7,904
23,938	4,497	1,450	853	815	226	23,482	55,261

DESTINATION.

Yukon.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	United States.	Total.
26	67	1,207	994	527	.....	2,821
50	83	2,778	2,402	361	.....	5,674
21	28	732	1,101	352	.....	2,234
4	81	652	1,151	303	.....	2,191
.....	36	645	1,262	366	.....	2,309
1	14	612	732	193	.....	1,552
15	12	333	642	164	....	1,166
2	58	499	866	235	....	1,655
50	66	2,559	4,056	517	.....	7,248
16	210	3,539	5,296	794	.....	9,855
62	339	4,971	4,183	666	431	10,652
21	96	2,957	3,755	417	658	7,904
248	1,085	21,484	26,440	4,895	1,089	55,261

TABLE No. 3.—Showing the number and sexes of arrivals reported at Winnipeg during the calendar years ending December 31, 1897, 1898 and 1899.

Port.	1897.			1898.			1899.		
	Males.	Females.	Totals.	Males.	Females.	Totals.	Males.	Females.	Totals.
Winnipeg.....	6,705	4,159	10,864	19,015	8,842	27,857	21,496	14,679	36,175

TABLE No. 4.—Showing the number and sexes of arrivals reported at Winnipeg during the fiscal years ending June 30, 1900, 1901 and 1902.

Port.	1900.			1901.			1902.		
	Males.	Females.	Totals.	Males.	Females.	Totals.	Males.	Females.	Totals.
Winnipeg..	19,016	12,494	31,510	20,013	11,992	32,005	38,746	16,515	55,261

TABLE No. 5.—Showing the nationality of arrivals reported at Winnipeg during the calendar years 1897, 1898 and 1899.

Nationality.	1897.	1898.	1899.
England and Wales.	1,519	3,203	2,833
Ireland	69	266	270
Scotland....	205	701	613
Canada, including all the provinces.....	2,373	13,112	11,591
United States	712	2,643	2,233
Scandinavia, viz.: Norway, Sweden and Denmark.....	474	532	769
Icelanders.....	.....	....	364
Germans from Germany, Austria and Russia.....	520	998	1,405
France and Belgium	388	368	273
Ruthenian: Galicians and Bukowinians	4,363	5,509	7,181
Other countries	246	525	8,643
Totals	10,864	27,857	36,175

TABLE No. 6—Showing the Nationality of Arrivals reported at Winnipeg during the fiscal Years ending June 30, 1900, 1901 and 1902.

Nationality.	1900.	1901.	1902.
England and Wales	2,567	2,962	6,665
Ireland	293	340	1,187
Scotland	475	932	2,903
Canada	11,633	8,604	12,530
United States	3,791	6,565	7,783
Scandinavia, viz.: Norway, Sweden and Denmark	718	2,501	4,462
Icelanders	446	1,063	617
Germans from Germany, Austria and Russia	1,443	2,251	5,647
France and Belgium	362	304	554
Ruthenian: Galicians and Bukowinians	5,648	5,050	5,708
From other countries	4,134	1,373	7,205
Totals	31,510	32,005	55,261

DEPARTURES.

Our immigration has continued from an increased number of sources, and it is gratifying indeed to observe that very few who moved to Western Canada are dissatisfied with the country or the conditions by which they find themselves surrounded.

As has been our practice in the past, the travelling agents on the railways are not only required to report all intending settlers, but must report all who express their intention of leaving Canada and not returning. From these reports, and from other information which has been sought in all available quarters, it does not appear that more than 110 souls in all have so departed by these railways. It is, of course, possible that some who came in by wagon have also left, but the number, if accountable at all, must be infinitesimally small. During the past fiscal year I had occasion to make special inquiries upon this point from the various boards of trade in Western Canada and customs officials at the boundary, besides the agents of the department, and the consensus of opinion expressed by those whose opinion was asked, is that the departures from Canada during the last five years have been only a minute fraction of one per cent.

This satisfactory result can be credited to the excellence of the country, but I am of the opinion that the staff of agents and land guides in the outside service are entitled to official appreciation for their evident care in placing immigrants.

IMMIGRATION FROM GREAT BRITAIN AND IRELAND.

The immigration from the United Kingdom during the past fiscal year shows (particularly with reference to the first six months of 1902), a considerable increase, which is very gratifying. From England we received 6,279 ; from Wales, 386 ; from Scotland, 2,903, and from Ireland, 1,187 ; a total recorded British immigration of 10,768 as against 4,294 for the previous fiscal year—an increase of nearly 150 per cent. A large number of these people were young men seeking experience in Western Canada with the view of entering finally into agricultural operations for their own benefit, and were all readily placed with farmers immediately on their arrival.

IMMIGRATION FROM THE EASTERN PROVINCES.

During the past fiscal year 12,530 Canadians arrived in Western Canada from the older provinces, and in addition 2,102 Canadians who had been residing for a number of years in the United States have again made Canada their home.

The bountiful harvest of 1901, required a very large number of farm labourers to assist in saving the crop, and from the returns of the railway company it would seem that about 19,700 harvest hands were carried from Eastern Canada into Western Canada during the harvest season of 1901, and of this number probably 3,800 remained in Western Canada. The demand for such labour was so great that all those who desired work secured the same immediately, and any little friction or congestion there may have been at points on the main line was speedily removed through the efforts of the railway company and the officials of the governments interested.

FRENCH CANADIANS.

Mr. Léon Roy, our French interpreter, states in his report for the fiscal year that 585 French Canadians arrived in Western Canada from the United States (including thirty families from North Dakota), and 416 from the lower provinces, making a total French Canadian immigration into the west of 1,001 souls, an increase of 281 over the previous fiscal year. It was very manifest during the whole of 1901 that many French Canadians who had left Canada for the United States were desirous of returning to Canada, and the additional efforts put forth by the department to induce these sons of Canada to return home have met with satisfactory results during 1902.

In addition there arrived from Europe—

Belgians	184
French	370
Swiss	45
	599

The 1,600 souls above referred to were distributed as follows :—Yukon, 9 ; Ontario, 5 ; Manitoba, 691 ; North-west Territories, 772 ; British Columbia, 123.

The district lying between Lake Winnipeg and Lake Manitoba is now being opened up. Officer Roy, with others of the staff, has been successful in showing the advantages of this newly opened country lying almost at the very doors of the city of Winnipeg, and in view of the large amount of territory which is yet to be opened in the same district, there is ample room for many thousands of this class of farming population.

AMERICAN IMMIGRATION.

Our recorded immigration from the United States, aside from returned Canadians, was, during the past fiscal year, 19,570 souls, nearly all of the male adults being practical farmers, and, indeed, by far the larger proportion of the total number arriving being adult males, and as they were all satisfied and acquired land, it is but reasonable to suppose that they are but the advance guard of families which will follow at an early date in large numbers. I would further add that the close contiguity of the American States to our southern boundaries permits the entry of very large numbers by wagon rather than by one of the three or four railways which cross the boundary line between the great lakes and the coast, and 25 per cent at least should be added to the record of American immigration in order to bring the figures to anything like the real facts.

During the year American land companies and other investors have found it to their interest to acquire large tracts of land in the Canadian west, and as it appears in a good many cases that these same people are selling the farms of residents in their various states, and transplanting the farmers to other land in western Canada, any objection there may have been to the disposition of large blocks of land is, under the circumstances, to a large extent disposed of. The large number of American farmers whose attention had been drawn to Canada during the previous fiscal year, has very largely increased, and it is safe to say that during the year now closed Canada has been

advertised in such a way as to insure a steadily increasing stream of desirable immigration for many years to come.

ICELANDERS.

During the past fiscal year 617 Icelanders came into western Canada, 368 being from Iceland and 249 from the United States. These people are fully equal to those who have preceded them, and adequately maintain the reputation they have made for easily assimilating with Canadian institutions, and, indeed, there are very few fields in professional and public life in which these people have not shown themselves capable of taking an active part with credit to themselves and the public interests.

During the year the department sent to Iceland Mr. Bjorn Johnson and Mr. Svein Brynjolfson, and under the efforts of these two agents then put forth it is confidently expected that the emigration propaganda in Iceland itself will be even more successful than in the past.

There is a growing feeling, however, that it is advisable that newer settlements of Icelanders should be located in other parts of Western Canada than those at present existing, and Mr. W. H. Paulson, our Icelandic interpreter, will be charged with the location of the same.

During the spring of 1902 a few Icelandic families (about fifty souls in all) left for a point on the Pacific coast in the United States, a few miles south of New Westminster, B.C., where they claim they prefer to be rather than inland. Such spasmodic movements have taken place among these people before, but they were usually glad to return in a short while. Those above mentioned were successful in Manitoba, and the desire for a change seems to have been the primary and only cause of the movement.

SCANDINAVIANS.

Mr. J. W. Wendelbo, who has been Scandinavian interpreter for the department for a large number of years, left the public service in the fall of 1901, returning to Denmark, where he is engaged in business. He was succeeded by Mr. A. Hallonquist, whose report says that during the fiscal year 1,858 Swedes arrived in Western Canada, an increase of 1,178 over the previous year. Of Norwegians there have arrived 2,253, an increase of 1,658 over the previous year. The immigration of Danes has not been as large as desired, being only 351 souls, but that figure is an increase of 188 over the year before. There is no doubt the increase in the immigration above mentioned is due to the fact that Canada is rapidly becoming known to the Scandinavian people as a favourable field in which to secure a new home, and I am pleased to note that those Scandinavians who have been here for some years are now sending for their friends, thus proving that a contented people in a good country appreciate the fact and can readily induce their friends to follow.

The Scandinavians succeed well on the new farms ; they are well satisfied and are giving to the newcomers a helping hand, and I am glad to offer this note of appreciation. During the year possibly ten per cent of those Scandinavians who arrived in Canada from the other side of the Atlantic went through to the States ; they had friends there and came this way to secure cheaper railway fare ; but I have great hope their friends here will induce them to eventually make their home in Canada.

The Scandinavian population have been a very desirable acquisition and make first-class settlers. About 50 per cent have gone on land immediately on arrival, while others have secured work through this office with farmers or on railway construction.

There is great demand for domestic servants, and large numbers of Scandinavian servant girls could be readily employed at wages of from $10 to $15 per month of they were available.

GERMANS.

Mr. Charles A. Jones, German Interpreter, attached to this branch of the public service, makes a report covering German speaking arrivals from Germany, Austria, Russia, Switzerland and the United States, and shows that more than double the number arrived than during the previous fiscal year. The steady increase which has been taking place for the last four or five years is conceded to be a good omen of what is to come in the future, and must be considered as largely the result of the success obtained by German speaking arrivals who came here some years ago. Many of them arrived with very little funds, but their steady industry enabled them in a surprisingly short time to send funds for the travelling expenses of their friends in Germany, Austria and Russia. The land speculator of the United States having land to sell has been a difficulty to get over in connection with these people, but owing to the splendid natural character of Western Canada, the land speculator has been forced into the position of an immigration agent for Canada instead of the reverse. Like other branches of the immigration service the work in connection with these people has been very heavy, and has rendered it almost impossible to give to it the minute attention its importance deserves.

The total immigration during the fiscal year of German speaking settlers amounted to 5,647 as against 2,251 in 1901. Of the first above named figures perhaps 500 have gone to the United States, that having been their declared destination on landing in Canada. The remarkable increase in the German immigration has prevented our German officers from visiting the colonies during the past twelve months—a circumstance which is to be regretted, but it could not be avoided.

RUTHENIANS (GALICIANS AND BUKOWINIANS).

The Ruthenians (or Little Russians) that have arrived in the Canadian Northwest this season have been practical farmers, or farm labourers, and, for the most part, settled immediately on homesteads near the older settlements of their own people. Of these agriculturists 5,708 arrived during the year, and it is pleasing to note that the good reports sent by the other settlers are having the effect of bringing new arrivals of the better class. Some of the families of Ruthenians who left Canada in 1897 have returned from the United States, to be followed shortly by the balance of the party.

Three hundred and six Poles arrived during the season and settled with the Ruthenians or went to farm or other work.

The total number of Ruthenians, Poles, Russians and Slovaks arriving during the past fiscal year is 6,125, distributed as follows :—

Edmonton	1,157
Rosthern	542
Yorkton	680
Grenfell	180
Sifton, Ethelbert and Dauphin	714
Stuartburn	325
Pleasant Home and Gimli	480
Shoal Lake and Huns Valley	305
Galician settlement near Winuipeg	180
Winnipeg	1,562

With reference to the 1,562 destined to Winnipeg, it appears that nearly all are men (Ruthenians) who arrived here without their families. These have all been sent throughout the country to work, and expect after a time to send for their families.

The work of officer Genik and his assistant Philip Harvey has necessitated continuous action and good judgment on their part.

HUNGARIANS.

As appears from the report 969 Hungarians arrived in Western Canada during the past fiscal year. They were settled generally at Kaposvar and Esterhaz, near Whitewood, or in the new colony of Mathiasfold, near Rosthern in Saskatchewan. These people are progressing very satisfactorily and they expect large numbers of their friends during the balance of this year.

DOUKHOBORS.

I am pleased to be able to report that those villages of these people situated in the Saskatchewan colony have progressed wonderfully during the past year ; they are rapidly becoming Canadianized in many ways, and the acreage under crop is much larger than it ever has been before. Their cattle are in first-class condition, and the people themselves have found it necessary to stay on their farms and attend to agricultural pursuits rather than seek employment on railways and elsewhere. This is an evidence in itself of their progressive and stable character as agriculturists.

I regret not to be able to report a satisfactory condition of affairs regarding those people situated in the Yorkton and Swan river colonies, where it appears the presence of a Russian socialistic agitator has, to some extent, disturbed the people in their avocations, and may prevent a number of them from showing as good returns for their labour as they otherwise would have done. These people are industrious, frugal and honest, and it is greatly to be regretted that certain foreign agitators have succeeded in disturbing their friendly intentions regarding the Canadian institutions and regulations of the various departments.

MOLDAVIANS.

The first settlement of these people has been followed by another fairly large party who have augmented the settlement north of Qu'Appelle. The detailed report of our inspector shows that a large number of these people have taken up their homesteads, have erected houses and broken a small quantity of land on each homestead, which broken land has been cultivated during the present season. Those men of the party who are unmarried were for the most part found work in the vicinity, and while it is true they had little means to commence with, yet it is also true they have succeeded thus far without incurring debt of any consequence. A few discontented ones have moved away, but they have left the colony all the better for their departure. With care and perseverance these people will make good and useful settlers in the portion of Assiniboia where they are now settled, and it is to be hoped in a few years will emulate the good example set by their co-religionists in the Hebrew colony at Wapella.

SETTLEMENTS GENERALLY.

The immigration during the past fiscal year has been marked by a great scattering of the people in so far that although the larger settlements have been very materially increased, many immigrants have settled in very many newer parts of the North-west Territories, thereby making the work of the department somewhat more arduous than in previous years. No objection, however, can be taken to this fact because the intermingling of the various classes of agriculturists is admitted to be the highest form of improvement. I am pleased to say that the whole of the settlements in Manitoba and the North-west appear to be in a progressive and entirely satisfactory condition.

HEALTH.

As might naturally be supposed, the increased quantity of travel would entail additional cases of sickness, but it is pleasing to note that of the many thousands who have

passed through the offices of the Immigration Department so few have failed to respond to the skilful medical treatment of the physician in charge.

Dr. Corbett has had charge of the inspection of all trains coming from the east, and also the general health of the inmates of the Immigration Hall in Winnipeg. During the fiscal year he made 441 visits to the hall and gave medical attendance to 256 cases of sickness. He visited every train at some point between Selkirk and Fort William, and carefully inspected all incoming immigrants for infectious and other diseases, and found that measles was the most prevalent disease and confined to children. In the month of March a case of small-pox was discovered in the hall, the afflicted one being a destitute immigrant travelling to another part. In the course of a few days three other members of the same family developed the disease. They were isolated, and I am pleased to report that all recovered. In the month of May a little English girl was found to be suffering from small-pox which she contracted on the ocean. The family were quarantined and the little child made a good recovery. It is pleasing to note that, notwithstanding small-pox was on two separate occasions brought into the hall from outside points, and notwithstanding the fact that the officials and the inmates are in danger of exposure to diseases of all kinds, no officer or other inmate of the hall contracted any infectious disease.

Generally speaking, the health of the various colonies throughout the interior is good, and the sporadic outbreaks of infectious diseases that were mentioned in the previous report appear to have been effectually obliterated during the last fiscal year.

DOMESTIC SERVANTS.

During the fiscal year 74 girls were brought out by Mrs. Sanford from the United Kingdom, and were all placed in desirable homes immediately on their arrival, and are giving general satisfaction. The thorough experience and kindly interest of Mrs. Sanford have enabled her to carry on this work with pleasure to herself and the girls whom she has placed. The demand for this kind of help has in no way abated, and there is likely to continue a demand for domestic servants for many years to come. The necessity for securing help in the homes of citizens has been to some extent met by utilizing the service of Galician girls, who show themselves to be thoroughly domesticated, and become Canadianized at a very rapid rate. When it is considered that nearly 1,200 Galician domestic servants are now assisting in the homes of Western Canada, one is forced to the conclusion that they are indeed a factor in supplying the requirements of help of this kind. I would recommend that every assistance possible be given to those desiring to bring suitable girls for domestic service from the United Kingdom and the continent.

FARM HANDS AND EMPLOYMENT BUREAU.

This branch of service is increasing tremendously. The people of Western Canada realize and appreciate the convenience the government have placed at their disposal by having this bureau in connection with immigration work, and at no time during the year have we had a sufficient number of labourers to supply the demand. During the fiscal year 1,951 incomers applied for farm employment and personally registered at this office, 1,141 of whom were English, 280 Scotch, 106 Irish and 23 Welsh ; the remainder of the applicants being mostly German and Scandinavian. About 1,600 were placed through our Labour Bureau. In the same period 1,840 applications were received from farmers in the province and territories for experienced hands ; 1,132 for inexperienced hands, 135 for experienced married couples, and 448 for female domestic and farm servants. About 60 married couples registered here and were furnished with employment.

The large number of desirable young men from Great Britain sent into Western Canada by Mr. Wm. Weeks (probably 300), and 239 brought in by Mr. Robert Adamson are not included in the above computation of persons securing employment.

In addition to the foregoing, a very large number of Galicians, Doukhobors and others used to manual labour were aided by this office to various employments, mainly on the railway, though a large number preferred to work for the farmers during the harvest time. These men demand the same rate of wages as any other nationality, and readily absorb Canadian ideas and usages.

It would appear from reports from the various districts that the agents of the department throughout the west have been instrumental in bringing together the labourer and the person desiring to employ him.

ADAMSON LABOURERS.

Mr. Robert Adamson reports that during the year he brought out with him on his several trips of selection the following :—

Experienced farm hands (unmarried)	211
Experienced farm hands (married)	5
Wives of latter	5
Children of latter	4
Inexperienced men (unmarried)	12
Inexperienced men (married)	1
Wife of latter	1
Total	239

The nationalities of these being—

English and Welsh	18
Scotch	214
Irish	7
Total	239

All these persons were immediately and satisfactorily placed, and appear to give general satisfaction as evidenced by a demand for more of the same class. Mr. Adamson finds that the advance of passage money made in most applications by the intending employer is accepted by the intending emigrant as a guarantee of the good position of the farmer, and is sometimes accepted by those who are well able to pay their own passage-money. The method of obtaining and selecting experienced farm hands for farmers in Western Canada adopted through Mr. Adamson's agency might be extended with much satisfaction and assurance of success.

DELEGATES.

During the past fiscal year 465 American delegates passed through our hands on an extended and critical examination of Western Canada, and these, without exception, have reported in the most favourable terms regarding what they have seen. The great agricultural states of the American union, Nebraska, Kansas, North Dakota, South Dakota, Minnesota, Iowa, Indiana, Ohio, Illinois, Wisconsin, Missouri, Michigan and others, send these people to look over our country, and to their satisfactory reports must be largely attributed the very substantial increase in American immigration. Indeed, it appeared to be the general statement of these delegates that the people of the United

States had no idea that there was a country north of the international boundary one-fourth as good as it appeared to them to be, and they returned to give expression to their opinions amongst their friends and also, I am pleased to say, to express their gratification at the courtesies extended by the railway companies and the government officials.

WINNIPEG DISTRICT VACANT LANDS.

With the advent of increased immigration, and particularly of those from the United States with means, the lands in the Winnipeg district have been increasing in value and changing hands to such an extent that it has been practically impossible to keep track of them. It is estimated that from 750,000 to 1,000,000 acres of land have changed hands in the Winnipeg district (a radius of 30 miles about the city) during the last fiscal year, and the average price would not be less than $6 per acre. The low-priced lands have advanced from one hundred to two hundred per cent, and the better or higher priced lands have advanced to the satisfaction of the holders but are yet far below their actual value. So much is the latter statement a fact that the opinion of the real estate men is that ordinary priced land will advance 50 per cent within the next twelve months.

IRRIGATION.

It would not appear that the irrigation canals have been used in Southern Alberta during the past year, but their presence gives a confidence to farming operations in that district which will repay the added cost of these works.

RAILWAY EXTENSIONS.

I am pleased to report that there has been during the last year considerable railway building in Western Canada. The Canadian Pacific Railway Company are building north-westerly from Elkhorn in the direction of the Pheasant hills, a distance of 109 miles, passing through a district which is rapidly filling up, and which it is predicted, before the end of the present calendar year will not have a single homestead left vacant for entry. This branch of the railway, if extended to Craven and also to Saskatoon and beyond, will open an immense territory of fertile country, and meet the requirements of the large numbers of settlers that are already making their homes along the prospective route.

The Canadian Northern Railway Company have under construction a considerable extension of their main line running westerly from Dauphin through The Gap and across Quill Plains to the Saskatchewan river, and throughout the whole length of this railway the land is very desirable and fit for immediate settlement. Indeed, in case of all railway extensions within the past year, settlement has preceded, to an unprecedented extent, the construction of the railway itself. I desire to point out, however, that these prospective extensions are not nearly sufficient to meet the immediate prospective demands. Many hundreds of homesteaders have settled one hundred miles and over east of Edmonton, and at other points east of the Calgary and Edmonton railway they have located sixty and seventy miles away, and without railway accommodation when these people have products to ship their ultimate prosperity would be seriously interfered with. As will appear by the statistics given in this report, the movement of immigrants appears to be largely and steadily increasing each year, requiring larger and better railway accommodation in similar ratio.

RAILWAY COURTESIES.

It is a pleasure to me, as well as a duty, to report that in the conduct of our immigration business the railway companies interested have afforded satisfactory trans-

portation facilities, and by prompt transport and delivery of stock and effects have generally materially assisted the efforts of the department.

CROPS.

A much larger area is under crop in Western Canada than ever before.

In Manitoba.

	Acres.		Acres.
Wheat	2,039,940	Increase over previous year.	28,105
Oats	725,060	" "	35,109
Barley	329,790	" "	138,781
Flax	41,200	" "	20,222
Rye	2,559		(not given)
Pease	1,596		"
Corn	2,205		"
Brome	12,485		"
Potatoes	22,005	Decrease under previous year.	2,424
Roots	12,175	Increase over previous year	1,961

Making a total area under grain crops, 3,135,990 acres.
And the total area under all crops, 3,189,015 acres.

The following table for convenience of reference gives a comparison of the area in crop in Manitoba for the three years :—

	1900.	1901.	1902.
	Acres.	Acres.	Acres
Wheat	1,457,396	2,011,835	2,039,940
Oats	429,108	689,951	725,060
Barley	155,111	191,009	329,790
Flax	20,437	20,978	41,200
Potatoes	16,880	24,429	22,005
Roots	7,482	10,214	12,175
Total crop area	2,122,500	2,961,409	3,189,015

Comparative Statement of Area in Crop in the North-west Territories for the last five years.

	Wheat.	Oats.	Barley.
	Acres.	Acres.	Acres.
1898	307,580	105,077	17,092
1899	363,523	134,938	14,276
1900	412,864	175,439	17,044
1901	504,697	226,568	24,702
1902	584,988	276,152	29,772

It is pleasing to observe the large increase in area under crop, especially in view of the fact that the enormous yield of 1901, to a large extent, in some districts prevented the farmers from preparing their land for the succeeding season.

The abundant rains which have fallen throughout the whole of western Canada during the spring of 1902 have effectually dissipated any idea that our land is subject to drought, and the faith of students of the conditions of agricultural growth in western Canada is all the more firmly founded when the glowing reports are read of the condition of the crops now on the ground. In Southern Alberta the agents of the department report that never before have the crops looked so magnificent as they do this year, and except in a few low spots in various parts the same general excellent report has been received. On the day the last fiscal year closed, there was on exhibition in this office rye five feet high, speltz four feet high, wheat three feet high, and heading out, brome grass six feet high without the roots, and other grains and grasses exhibiting a magnificent prospect of a bountiful harvest; and if the present favourable conditions are realized western Canada will require fully as many harvest hands from the outside as it did last year.

EXHIBITS.

A large amount of money has been expended during the last fiscal year in securing and distributing a sufficient supply of grains, grasses, vegetables, wood, coal, fruits and specimens of other natural products of western Canada. These have been supplied for many agricultural fairs in the United States, and for use in various exhibitions in the old country, and owing to the greater desire for knowledge that is being exhibited regarding western Canada, the demand for exhibits of all kinds has been rapidly increasing, and there is no better immigration material than first-class specimens of crops.

The erection of the coronation arch in the city of London, composed largely of grain from western Canada, must, of necessity, prove a splendid advertisement, and turn the attention still more strongly towards western Canada.

Advantage was taken of the presence of a large number of United States citizens at the Winnipeg Industrial Fair, and those desiring same were freely supplied with literature and very many of them volunteered names and addresses of those who would be interested in receiving similar literature in their homes south of the boundary line. With an increased interest in our country, there must come an increased immigration.

ACCOMMODATION FOR IMMIGRANTS ELSEWHERE.

The Dominion Government have erected immigration halls at Saskatoon, Lethbridge, Moosejaw, Dauphin, Yorkton, Regina, Rosthern, Prince Albert, Calgary, and Strathcona, and have rented for the same purpose schoolhouses or other buildings at East Selkirk, Macleod, Saltcoats, Lamerton, Ponoka, Minnedosa, Birtle, Portage la Prairie, Qu'Appelle, Red Deer, Lacombe and Edmonton.

I have furnished suitable tent accommodation at the following points:—Sifton, Swan River, Winnipeg, Teulon, Osler, Dundurn, Saskatoon, Rosthern, Duck Lake, Alameda, Millet, Melfort, Olds, Didsbury, Ponoka, Wetaskiwin, Red Willow Creek, Dried Meat Lake, Duhamel, Vermillion River (Ronn's), Vegreville, Egg Lake, Milestone, Weyburn, Halbrite, Saltcoats, Devil's Lake and Estevan. Immigration during the last fiscal year has spread over a large area, and notwithstanding the large amount of accommodation provided, it may be necessary at any time in the near or distant future to provide some shelter at other points. This accommodation is not only a direct need for those going into new settlements, but to a new-comer with a large family and limited means these tents afford accommodation which is very much appreciated. Canvas tents do not last more than one or two seasons, and they are constantly being called in, repaired and replaced at great expense to the department.

TOWNSHIP REGISTERS AND MAPS.

The land indexes showing the identical homesteads entered for, through all the land agents, and the township plans of every district have been in daily request, and

are of invaluable assistance. There is a great and crying need for maps of every part of the North-west Territories, and, in fact, every intending immigrant desires to be supplied with a map, which should be furnished by the department in large numbers. A map is properly considered an absolute necessity, and it is earnestly hoped that the department will furnish the same at once.

CORRESPONDENCE.

The number of letters received at this office during the year is 17,536, and those despatched numbered 18,161, a total of 35,697, in addition to 5,600 packages of literature.

RECORD OF ARRIVALS.

The checking of all intending permanent settlers by our agents on incoming trains affords good proof of the number of persons arriving in western Canada with the intention of residing permanently therein.

SYNOPSIS OF REPORTS OF IMMIGRATION AGENTS ON TRAINS.

Mr. J. M. McGovern, Travelling Immigration Agent, whose headquarters are at Port Arthur, experienced the large increase in immigration travel to such an extent as to require assistance from time to time. The additional number of trains passing through his hands now make his duties much more onerous than any previous year. The beneficial effect of having a skilled immigration agent travelling on all trains carrying immigrants is so fully appreciated as to recommend the extension of that system for the next season. New-comers are not acquainted with Canadian methods and the assistance of an agent would make their travel all the more pleasant and much more satisfactory from a departmental point of view.

Mr. D. W. Agnew, Travelling Immigration Agent, between Moosejaw and the boundary of the United States, reports that there passed through his hands during the year 10,985 souls, and the total number of cars of settlers' effects passing that point was 1,376. The crops are looking extremely well, and along the 'Soo' line new towns are springing up at each station, and by the time the crop is ready to be moved, Weyburn will have six elevators, Yellow Grass two, Milestone two and Pasqua two. At these places no elevators were in existence a year ago. Of the very large number of cars above reported, only seven car-loads have been returned to the States.

Mr. Samuel Gray, Travelling Immigration Agent at Lethbridge, Alberta, reports that during the fiscal year the number of settlers who came in over the Alberta Railway and Coal Company's line from the south, together with those who drove over country and registered at the customs offices in Cardston, Macleod, Maple Creek and Wood Mountain amounted to 2,456, made up as follows:—

Returned Canadians	119
English	138
Scotch	66
Irish	17
Welsh	10
Americans	1,839
Danes	47
Swedes	48
Italians	8
Germans	45

Austrians	33
Finlanders	18
Norwegians	16
Hungarians	11
French	18
African	1
Ruthenians	4
Polanders	1
Icelanders	3
Russians	3
Swiss	7
Australians	4

These people were destined to the following points :—

Southern Alberta	187
Northern Alberta	325
Assiniboia	108
Manitoba	7
Saskatchewan	1
British Columbia	197
Alaska	1

There are at present in the district about 23,000 horses, 148,000 cattle, 105,000 sheep, representing a fair value of $6,365.000.

There were shipped from Lethbridge during the year to the east 13,631 cattle, 3,518 horses, and to the west 6,627 cattle and 297 horses.

Mr. Gray states that 85,000 acres are under crop in Southern Alberta, promising a yield far surpassing the sanguine expectations, and as a result of the prospects it is expected a large brick roller flour mill and elevator will be completed at Raymond by November 1.

Much interest has been taken in the proposal to raise sugar beets at Raymond, and as a preliminary 5,000 acres of grain have been sown as the first step towards getting the prairie soil in readiness for beets.

Coal mines at Lethbridge continue to be extensively worked and the output aggregated during the year 159,600 tons. The coal is of superior quality and finds ready sale north and south of the boundary line.

The number of settlers who arrived at this point exceeded those of the previous year, numbering 1,585 and are desirable people from every standpoint.

SYNOPSIS OF REPORTS OF IMMIGRATION AGENTS IN WESTERN CANADA.

Mr. D. Morrison, immigration agent at East Selkirk, reports that 7,861 souls received temporary accommodation at the immigration hall at this point, and were distributed throughout various parts of western Canada. Outside of some cases of measles which affected some of the children, their general health has been very good. During July of 1901, 90 Icelanders and Swedes were quarantined at that point on account of one case of small-pox. All recovered and were sent to their destination without unnecessary delay. The erection of a large water tank with windmill attachment, and the extension of the spur track from the railway station to the immigration hall, have materially added to the comfort and convenience of immigrants, and enabled our officers to do their work with better results. The main building, however, should be replastered throughout, and a stable erected.

Mr. Paul Wood, immigration agent at Sifton, Man., reports that during the year 220 families have been settled in his district, and that he has found employment for 250

men with farmers and on railway construction, and has placed 40 girls as domestic servants. A considerable amount of land is still vacant for homesteading between Garland and Minitonas Stations on the Canadian Northern Railway, and at a rough estimate probably 600 families could still be placed along that railway.

Mr. Hugh Harley, immigration agent at Swan River, has a large district to cover, and it is gratifying to note the improvement made in this newly-settled part of Manitoba. In the district there are now two municipalities with progressive ideas, and they have built a number of roads and bridges which have been much needed. The settlers who went into the Swan River country a few years ago are building new and large houses and barns, and some of them have between 200 and 300 acres under crop this year. A large number of homestead entries have been taken, but there are still probably 300 homesteads suitable for mixed farming which may be taken within an easy distance of the railway. During the year 87 car-loads of settlers' effects were unloaded at this point. During the year 27,000 acres of railway lands have been sold, and the manufacturing industries so indispensable to a new country are represented in this district by eight saw mills, one planing mill and a flour mill. In the whole district 19 public school districts have been formed, and seven churches have been erected. It is expected a hospital will be built during the summer. It is only four years since this district was opened for settlement, and yet of last season's crop 60,000 bushels of wheat were shipped from Swan River. The winter of 1901-2 was mild and beautiful; there was scarcely enough snow for good sleighing, and at the present time wheat and garden stuff are looking well.

Mr. John Menzies, who has been acting as agent for the department at Shoal Lake, in Manitoba, reports that the Galician settlers in the Shoal Lake and Rossburn districts show a great improvement both as regards their financial position and their general mode of living. Their dwelling houses seem to be more substantial; their stables and other outbuildings largely increasing, and there are many more herds of cattle and horses to be seen than were apparent during the previous fiscal year. He is pleased to note that these people are living down the prejudice which at one time existed in the mind of some of their Canadian neighbours, and the Galicians have proved themselves invaluable as farm labourers and by working for the municipalities on the roads.

It is a pleasure also to note that these people are learning the English language very rapidly and universally exhibiting pride in adapting themselves to Canadian institutions.

The young women from these settlements are in great demand throughout Manitoba as domestic servants, and give general satisfaction after a few months training.

Mr. J. S. Crerar, immigration agent at Yorkton, Assa., reports the increase of settlement in his district to nearly one hundred per cent more than any previous year. The settlers coming in have more capital than usual, and purchase land besides taking a homestead. The districts about Saltcoats, Churchbridge and Langenburg are filling up very fast with desirable farmers from the United States and Ontario. The extension of the railway fifty miles north-west of Yorkton, and the construction of the line from Elkhorn to Pheasant Forks are causing a great rush to the land contiguous to these railway extensions. The crops appear to be fully equal to last year, and the farmer seems to be the happiest man in the country. Cattle came through the winter in splendid shape, and prices are better than they have been for some years.

Mr. Paul M. Bredt, immigration agent at Regina, represents the department at one of the most important points in the west, it being the junction of the railway to Prince Albert, along which such a tremendous stream of settlers has been pouring during the last year. No less than 727 received accommodation in the Immigration Hall.

Mr. Bredt notices with much pleasure that a number of people who arrived in that locality five or six years ago with practically nothing are now worth $3,000 to

$4,000 each, and many others who have been living there for ten or twelve years are worth from $8,000 to $12,000, and some of them are foreign-born who had on their arrival no knowledge of the English language.

All the settlements in the Regina district are in the most progressive condition : houses and stables are being built everywhere. The grade of cattle is improving very much. It is particularly gratifying to note from Mr. Bredt's report that immigrants who moved out of his district owing to the partial crop failure of 1894 have returned from the United States with more experience probably but financially poorer than those who remained in Canada.

Reverend H. L. Vachon, immigration agent at Prince Albert, reports a satisfactory result from his labours amongst the French Canadians in the United States. The delegates accompanying this agent have been of a very desirable class, and their report has already produced good results in the way of increasing immigration.

Mr. Gerhard Ens, immigration agent at Rosthern, Saskatchewan, has a large district to cover, and he reports a very satisfactory condition throughout. The past winter closed without any severe storms, and livestock came through in good shape. The spring of 1902 opened exceptionally early, and the farmers were enabled to make excellent headway with their crops. Very heavy rains fell during the latter part of May, but the prospects for a good and heavy crop are at the time of this report very good.

The German colonies between the two branches of the Saskatchewan river are flourishing in a most gratifying manner, and have been largely augmented by Russian-Mennonites of the younger generation from the province of Manitoba.

The Galicians settled in this district are generally better off than ever before. They are showing themselves to be first-class settlers, and have immense areas of land under crop. The same may be said of the Doukhobors, who appear in this district to have large herds of animals, all in excellent condition.

A new settlement of Roumanian agriculturists has been started in the Wingard district, west of Duck lake, and should be successful, as the location is good and the soil first-class.

Fully forty-five families of Hungarian farmers have settled in the Crooked Lake district, and are found to be a most desirable addition to the agricultural element of the west.

Several families of Russian Baptists and Stundists have been located in the Eagle hills, west of Saskatoon, where there is a large quantity of good land available for homesteading.

Mr. Ens finds a decided improvement in the financial condition of a large number of the new settlers coming to his locality ; they are able to start farming operations under the most favourable conditions, and he notes with pleasure that many of them are Canadians returning from the United States. The prospects are good for the heaviest crop yield ever known in the district.

Mr. L. B. Cochran, immigration agent at Medicine Hat, reports that immigration into his district is the largest on record, and that a number of settlers are doing considerable farming in addition to their ranching. Very large bands of cattle are reported to be upon the ranges.

There is a large increase of acreage under cultivation and the crops are well advanced. The winter was a favourable one for stock and no serious losses were reported. The abundant rainfall of May and June afforded a bountiful hay crop and the cattle are in a first-class condition. The shipment of stock will be much in excess of any previous year. Schools, churches and post offices are springing up all round, and the settlers appear to be well content. The town of Medicine Hat is improving with the development of the surrounding country, and a natural gas plant is in operation supplying fuel and light of the best kind at a very moderate cost as a municipal enterprise.

Mr. James Winn, immigration agent at Calgary, has had an exceptionally busy year. The immigration hall at this point has been very liberally patronized, and no less than 2,011 souls received accommodation therein. It is interesting to note that the nationalities composing this number are as follows:—English, 166; Irish, 62; Scotch, 78; Germans, 274; Scandinavians, 389; Americans, 628; Canadians, 335; Belgians, 13; other nationalities, 66.

The courtesy of the Canadian Pacific Railway Company at this point in permitting the use of a special room in the station building for the convenience of the large numbers who had only a few hours to wait for a connecting train is much appreciated.

Calgary is distinctively a distributing point, and during the past fiscal year 654 car-loads of stock and settlers' effects, valued at $476,228, passed through the hands of the customs officials at this port, a fact of sufficient proof that the new settlers were of a superior class.

Last year's crops were good, and the farmers received good prices therefor. Wheat brought 67 cents; oats, 28 to 30 cents; barley, 45 cents; potatoes, 75 cents; butter, 25 cents; eggs, 35 cents. The farmers in the district who cultivated their land last fall have the best crops, and experience shows that fall work invariably results in a good crop the following year. Stock on the ranges are in prime condition. The crop conditions this spring were discouraging for a time owing to excessive rains, but they are now proceeding to maturity at a surprising rate. The growth of the city of Calgary is an evidence of the prosperity of the district, and it is reported that no house is available for renting at the present time, although two hundred new houses were erected in Calgary during the past year.

Mr. Thomas Bennett, immigration agent at Strathcona, Alta., reports a larger number of arrivals than during the previous year, and, in consequence, the new addition to the immigration buildings at his point has been fully occupied. Settlers in the district are contented and prosperous. Galicians and Bukowinian colonies are doing remarkably well, and their farms are generally well fenced and well cultivated. Settlers from the United States are increasing in numbers each year, and with their advent new branches of agricultural industry are being rapidly opened up. Flax was first sown in the district in 1901, about 700 acres being under this crop and resulted very satisfactorily. Flax can be grown successfully, but a better market is needed. Improvement to the trails or roads leading to the railway is urgently needed.

Mr. C. W. Sutter, immigration agent at Edmonton, Alta., has a very large and rapidly increasing district to attend to. He reports that during the fiscal year 15,458 souls have settled in Northern Alberta, made up as follows:—

English	612
Scotch	734
Irish	456
Germans	1,427
Scandinavians	2,040
Americans	7,230
Canadians	1,686
Galicians	713
Other nationalities	560
Total	15,458

Mr. Sutter notes with much pleasure that of those coming from the United States, a very large number are Canadians by birth. Amongst those who have been securing land here, some are from the states of Virginia and Pennsylvania, who appeared to be so well satisfied with the country that they all secured land before leaving for home.

The Galician settlements, numbering about 12,000 souls, are continuing to progress rapidly and very satisfactorily, and they will have much grain and other produce to sell this year; railroad accommodation is urgently required as they are now from fifty to one hundred miles away from a railroad. Their business transactions with agricultural implement firms in Edmonton have increased over one hundred per cent, and the fact that their progress is so rapid when they are so far away from railroad communication should go a long way towards removing any misconceptions regarding the value of these people as agricultural settlers.

During the year over 6,000,000 bushels of grain were harvested in Northern Alberta, and the prospect for a similarly heavy crop this season is very satisfactory.

SYNOPSIS OF REPORTS OF LAND GUIDES.

Mr. JOHN MCKINNON, land guide at Dauphin, reports the weather in the spring being much against successful raising of crops, but with the present dry weather the prospects are daily improving, and it is expected a fair crop will be realized. In the immediate vicinity of Dauphin there is little homestead land now vacant, but large quantities of railway and provincial lands are still available at reasonable prices. This district continues to show substantial progress.

Mr. H. WHITLOCK, land guide at Estevan, Assiniboia, makes a very satisfactory report for his district, and states that there have been 460 homestead entries made at the Estevan sub-land office as compared with 67 such entries for the previous fiscal year.

The settlers appear to be a very desirable class, most of them being experienced farmers with some capital.

The crops are in general good, and with the abundant rain the conditions were never more favourable.

Mr. A. E. GUINN, land guide at Melfort, Saskatchewan, reports a large number of land-seekers going through his district ; that the land is of first-class quality, but is not all open prairie as many people seem to imagine ; the climate is excellent and most people going to that vicinity are well pleased.

Mr. WILLIAM PLAXTON, land guide at Prince Albert, Saskatchewan, reports a very busy season, and the Immigration Hall at that point has been at times crowded to excess. A full average of grain has been sown, and the present prospects for harvest are very good.

Mr. JOSEPH M. SMITH, land guide at Red Deer, Alta., reports that everything points to an abundant harvest, that lands are increasing in value and the ranching industry is improving yearly.

The town of Red Deer is a fair example of the result of the increased immigration into Alberta, and during the year the sum of $80,000 was expended in new buildings at that point.

Mr. COOK MEYER, land guide at Ponoka, Alta., reports that 476 persons received land guide service at his point during the fiscal year, and nearly every one was satisfied with what he saw. Some further steps should be taken, however, to reach the railway line without difficulty. The farmers in his locality have voluntarily doubled the road tax upon themselves, yet this fact will only in a very small manner meet the extraordinary emergencies of the case. The whole district appears to be in a satisfactory condition.

Mr. B. P. DICK, land guide at Didsbury, in Alberta, reports that the weather during the fall of 1901 in his part of Alberta was particularly fine ; the succeeding winter very mild and pleasant and the crops are in excellent condition. Fall wheat is going to be the standard crop.

About 150 families were settled in his district during the year, and brought with them 108 carloads of settlers' effects. Ten new school districts have been organized during the first half of 1902 within a radius of ten miles of the village of Didsbury. The only vacant lands within five miles of the village are school lands and those belonging to the Hudson's Bay Company.

Mr. Benoit Tetreau is the land guide at Vegreville, a settlement 85 miles east of Edmonton, the nearest railway station being that point. A very large number of homesteads are taken up in his district, and settlers arriving are most desirable. The past winter was very fine ; this year's spring somewhat wet ; but the present summer season is splendid growing weather.

Mr. Thomas Baird, land guide at Willow creek, 75 miles east of Lacombe, reports that in his immediate district 205 homesteads were entered for during the latter part of the fiscal year, and forty-seven sections of railway land have been purchased in the same townships. His district he says is a beautiful country, mostly prairie, although there is good protection for stock ; the land is very heavily grassed, and well watered, and plenty of good water can be obtained in wells from ten to twenty-five feet deep. Coal is to be found on all the principal creeks. The largest proportion of the settlers into his district are those from the United States.

Mr. Joseph Nixon, land guide at Macleod, Southern Alberta, reports that during the fiscal year 355 homestead entries were made through the sub-agency at his point, and the class of settlers are such as to afford an unimpeachable endorsement of the value of the country for agricultural and stock-raising purposes. He refers particularly to the satisfactory settlement of two townships at Claresholm by a large party of Norwegians who had previously resided in North Dakota for twenty years. These settlers appear to have ample funds for immediate and successful operations.

The building rented by the department as a temporary immigration hall has been occupied to the fullest extent almost every day during the season.

The hay and grain crops were abundant and satisfactory; flax appears to have passed the experimental stage, and is classed as one of the staple and paying industries of husbandry in Southern Alberta.

SYNOPSIS OF REPORTS OF DOMINION LAND AGENTS.

Mr. L. J. Clement, agent of Dominion lands at Brandon, Man., reports that the general prosperity of the country is good, and everyone appears to be contented with the outlook. This is evidenced by the fact that the towns are growing rapidly, and the farmers are improving their places by erecting new and larger houses, barns and granaries. The demand for farm help has been much in advance of that of former years, and the class of settlers coming in are in every respect desirable.

Mr. F. K. Herchmer, agent of Dominion lands at Dauphin, Man., reports that during the year 381 homesteads were taken through his office, and that a considerable area of other lands was sold. The demand for cattle, hogs and poultry is still in excess of the supply, and keeps prices very favourable for the producer. The continuance of dry weather will result very favourably to the crops during the next two months.

Mr. J. W. Hannon, agent of Dominion lands at Prince Albert, Sask., states that the people of Melfort, east of Prince Albert, expect the Canadian Northern Railway to reach Melfort this fall. A very large number of people have gone into this district during the year, and the homestead entries have been double those of the year previous. Very large quantities of land have been sold by railway companies, and by private individuals, and it is the opinion that the recent heavy purchase of lands by the Saskatchewan Valley Land Company will, with the colonization efforts projected by them,

greatly increase the tide of immigration and progress. A fine class of prosperous Norwegians and Swedes from Minnesota and Dakota have settled at Glenmary. The merchants, contractors and stock dealers all feel that the tide of activity and prosperity is general. The approximate area under cultivation at the present time is: Wheat, 50,000 acres; oats, 20,000 acres; barley, 40,000 acres. The growth and condition of the crop are all that is desired, and indicate that the yield will possibly exceed the abundant crop of last year. Mr. Hannon states that every intelligent settler locating here immediately becomes a colonization agent, and this informal public service is very rapid and effective in its results.

Mr. A. G. Harrison, agent of Dominion lands at Edmonton, has made an extensive report on immigration matters. Viewed from the standpoint of a land agent, he believes the capabilities of his district have now been thoroughly tested and proven satisfactory. The tide of immigration continues strong, and has increased the business of his land office by one-third. During the last fiscal year there was taken through this land office an average of 1,000 acres per day, and during the year 2,144 homestead entries were made. He estimates the area under crop is 18 per cent greater than the previous year. Of the 115,000 acres under crop about 70 per cent is in oats; 20 per cent in wheat; and 10 per cent in barley; and taking the report of the North-west Territories government of last year as a basis, and presuming favourable weather, about 6,000,000 bushels of grain will be harvested in what is known as the Edmonton district. The live stock shows a remarkable improvement in condition, and the class of immigrants is better than any previous year. The surprising growth of towns all along the Calgary and Edmonton Railway is considered proof of the healthful feeling in the whole country, and the substantial buildings going up everywhere prove the settlement to be of a permanent and satisfactory character.

Mr. James Bannerman, Dominion lands agent at Kamloops, B.C., reports the past year as being a favourable one for farmers and ranchers; the grass on the ranges is better than it has been for years, and the prospects for a good harvest equally as good as the previous twelve months. There appears to be an increasing number of inquiries regarding land in that portion of British Columbia.

SYNOPSIS OF REPORTS OF SUB-AGENTS OF DOMINION LANDS.

Mr. Spencer Page, sub-agent of Dominion lands, at Wapella, Assiniboia, reports that a large number of entries have been granted north of the Qu'Appelle river along the new branch of the Canadian Pacific railway from Elkhorn. The Finlander colony north of Wapella has received some new settlers, and the acreage is rapidly increasing. The Hebrew settlement is proving a great success from an agricultural standpoint, and since the colony have purchased a threshing outfit, and one of their own number is qualified as engineer, they seem to succeed much better. During the year ninety-eight applications for homesteads were granted through this office. The present crop prospects are very encouraging, and a large amount of breaking is being done on the prairie this season ready for next year's work.

Mr. J. J. English, sub-agent of Dominion lands at Maple Creek, Assiniboia, sends a very satisfactory report, and states that the number of homestead entries through his office during the last six months show an increase of over 150 per cent, and the class of settlers coming in are all of the very best. He estimates that at least 15,000 head of stockers have been brought in from the east and placed upon ranges in his district during this season. The past winter has been very favourable for the ranchers, and the spring branding of calves just completed shows an increase this year of fully 75 per cent. There is a marked general improvement in the condition of the herds

during the past two years. The number of horses shipped out of the district to South Africa during the year was about 250. It is estimated that in this district there are at present 75,000 sheep, and the quantity of wool to be shipped from there this season would amount to 450,000 pounds. Owing to the abundant rainfall the crops are in excellent condition. Mr. English reports that there are a number of vacant homesteads within a short distance of Maple Creek well suited for mixed farming, and plenty of good locations along the line of railway.

Mr. R. M. Mitchell, sub-agent of Dominion lands, Weyburn, Assiniboia, reports a very large influx of settlers into that district contiguous to the 'Soo' line, no less than 682 homesteads being taken through his office during the past fiscal year. The crops are in good condition, and a large number of new settlers appear to be well satisfied with their new homes. Land prices are rapidly increasing.

Mr. Seymour Green, sub-agent of Dominion lands at Moosejaw, Assiniboia, reports that during last year a large number of people stopped off at Moosejaw, it being the junction point between the 'Soo' line and the main line of the Canadian Pacific railway, and the district has received a very large number of very desirable settlers, for example, township 19, range 27, W. 2nd meridian, which was all vacant in the fall of 1901, is now completely taken up by homesteaders, and almost equal results have been shown in other townships. It is pleasing to have an expression of opinion from this agent stating that the large purchasers of land that have come from the United States bring over actual settlers, and, after locating them on homesteads, sell the adjoining land. This is a good system, and it is pleasing to know that it is working out so well. The prospects of a bountiful harvest in this district are very good, and all kinds of crops are looking well. There is a very large acreage under cultivation, and during the year 231 homesteads were entered for through this sub-agency.

Mr. C. O. Card, sub-agent of Dominion lands at Cardston, in Southern Alberta, presents a glowing report of the prosperity of his district, but there is yet a great need of more railway facilities ; the large acreage under crop this year in the district will need railway accommodation much greater than ever in order to relieve the congestion. Settlement is increasing on all sides, and the population of the district has almost doubled in the last two years.

Mr. R. W. Logan, sub-agent of Dominion lands at Olds, Alberta, reports that about ninety carloads of settlers' effects arrived at Olds this spring; the weather conditions are favourable, and the present indications are that a greater part of the land under cultivation will produce excellent crops.

During the year 239 homestead entries were made at this land agency, and there are practically no homesteads open for entry within ten miles of Olds.

Mr. J. B. Holden, sub-agent of Dominion lands at Leduc, Alta., reports that double the number of homestead entries were made in his office during the fiscal year.

The crops are in splendid condition, cattle doing well, and largely increasing in numbers.

The hay crop is exceptionally heavy, and cutting should commence about July 25.

The acreage of land broken in his district has increased 25 per cent.

Mr. A. E. Cox, sub-agent of Dominion lands at Pincher Creek, Alta., reports an unprecedented activity in the settlement of his portion of Southern Alberta, and no less than 230 homesteads were entered for through his sub-agency during the past year. He reports that no better class of settlers could be found than have settled in the Pincher Creek district, many of them having acquired railway or Hudson's Bay Company lands in addition to their homesteads, and aggregating probably 50,000 acres. A

very large acreage will be seeded this year to fall wheat. The cattle wintered very well, the percentage of loss being very low. The crops never looked so well in the history of Southern Alberta as they do at present. A large quantity of land is still available for settlers in connection with this sub-agency, particularly towards the north, and much land near the mountains would be taken up if surveyed.

Mr. ROBERT MCINTOSH, sub-agent of Dominion lands, Saskatoon, Sask., reports immigration at Saskatoon increasing at a very rapid pace. The district was never more prosperous, nor has the outlook been brighter at any time than at present. During the last fiscal year nearly 700 homestead entries have been made through this sub-land agency; 150 of which have been made during the present month of June, and, like our other agents, Mr. McIntosh is pleased to notice that a very large percentage of those taking up homesteads are Canadians who years ago emigrated to the United States. The crop area next year will show a magnificent increase when these new settlers are in a position to cultivate the land. At the present time there are about 7,000 acres in wheat, 1,500 in oats, 500 in barley, and 500 in flax, with a magnificent prospect for a heavy crop. Owing to the abundance of magnificent hay and plenty of sunshine, the cattle will be ready for shipment some two weeks sooner this year than they were last. Elevators and a grist mill, besides very many other buildings, are in the course of erection at Saskatoon, and afford an evidence of the prosperity of the surrounding country.

Mr. A. E. WYLDE, sub-agent of Dominion lands at Melfort, Sask., is situated at a point 75 miles east of Prince Albert on the border of the Carrot river country, and notes the largely increased number of arrivals in that district.

The majority of new settlers are from the United States, the balance being Canadians and all of a very desirable class. This portion of western Canada will be much benefited by the construction of the Canadian Northern railway, which, it is expected, will be completed during the next fiscal year.

Notwithstanding the absence of railway accommodation, over 20,000 acres of land are in crop south of the Carrot river in the vicinity of range 21, west of the second meridian, which must be considered highly complimentary to the natural qualifications of the district.

At the time of this report the crops are looking splendid, and early barley is beginning to head out.

CONCLUSION.

The advance in values of land in western Canada reported during the previous fiscal year has continued during the fiscal year now closed; the quantity of real estate which has changed hands has been very remarkable, and it is hoped will lead to a much larger acreage under crop in the immediate future. When it is considered that there are only about 900,000 acres under cultivation in the North-west Territories of Canada, and it is estimated by competent authorities that there is contained within the area comprised by that term 205,000,000 acres of arable land, the possibilities of development appear more remarkable still.

From statements made to me from time to time by people from the United States, it is quite evident that the efforts of the department have been successful along two separate lines of action, although both have a common end. Not only have we received very large numbers by the actual work of the government agents in inducing United States farmers to come direct to western Canada, but it is quite evident that the department has been successful in preventing very large numbers from going to the south-western states of the Union who would make desirable settlers for western Canada, and these people were, to a large extent, those who had been compelled to leave their former holdings and seek new fields.

It is gratifying to observe the satisfactory and gradual increase of emigration from Great Britain and Ireland, and my experience during the past fiscal year tends to show with emphatic clearness that the want of information respecting western Canada is now being supplied to the people of the old land, and a corresponding increase in immigration will inevitably follow.

With the very large increase in the number of people passing through the hands of the staff connected with this office, the duties of each official have been very materially increased, and I am pleased to note that the work has been carried on efficiently. With the possibility of a much greater increase in work, I beg to recommend the immediate erection of much larger office premises and improvements in the buildings at Winnipeg, which are required to enable us to carry on our work with accuracy and rapidity.

Respectfully submitted,

J. OBED SMITH,
Commissioner.

No 2.

REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

BRANDON, August 6, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you a report of my work in the immigration branch from June 30, 1901, until June 30, 1902.

Taking liens for about 43,000 bushels of seed grain advanced to settlers for seed purposes through Assiniboia occupied much of the month of July. This advance was a great boon to the settlers, and a very bountiful harvest was reaped.

During the same month I accompanied a delegation of Russians to Saskatchewan; they were much pleased and decided to locate.

I was also able to find employment for a large number of our settlers with Superintendent Milestone, of the Canadian Pacific railway, during the month, and recommended certain adjustments pertaining to Galician settlers.

I found that about 2,500 Galicians, about 1,600 Doukhobors, and also about 4,000 Germans had been settled in Saskatchewan since 1898. This has become a prosperous district, towns have been built, good markets established, and last year some 750,000 bushels of wheat was marketed between Saskatoon and Rosthern, a distance of 40 miles along the Qu'Appelle, Long Lake and Saskatchewan Railway.

The inspection of colonies in the vicinity of Rosthern, and inspection of districts with recommendations for further survey for colonization purposes were then taken up, followed by a report on western colonies with suggestions concerning American delegates.

Under instructions from the Superintendent of Immigration, I attended the state fair at Springfield, Ill., with Agent Broughton, and at St. Louis, Miss., with Agent Crawford, putting up the productions of western Canada and giving information at these state fairs. A greater interest than ever before was manifested, and good immigration work accomplished.

The grains and grasses, roots and vegetables were of a better quality than ever before put on exhibition, and as the season was dry and little or no vegetation through the western states, our exhibit drew large crowds of interested admirers, who were surprised at our wide range of production.

Under instruction from department, I inspected the work-house children scattered in western Canada for the Imperial Government. Some seventeen were inspected according to list furnished by department. These children are all well placed, have good homes, and a hopeful future before them.

The inspection of colonies at Riding Mountain was then taken up, and then, under instruction from the deputy minister, inspection and report on the origin of the outbreak of disease in certain municipalities.

Under instruction from the department, I accompanied the Canadian editors through the west and Pacific Coast states, assisting in the distribution of literature and placing our products on exhibition in certain cities. The Press Association took a deep interest in holding up Canada as a field for immigration, and I feel persuaded did a great deal of good work for Canada. On this trip I was permitted to address large meetings at Omaha, Neb., at Los Angeles, Cal., at Salt Lake City, Utah, at Denver, Col., and St. Paul, Minn. The reception at all places was cordial, and the interest

manifested very great. The exhibit prepared by the Press Association was in 8 folding cases, and was a credit to Canada. This was put up in the leading cities through which we passed.

After returning to Canada I was again called to the United States to address meetings, arranged by B. Davies and J. H. M. Parker, of St. Paul and Duluth, respectively. These meetings were largely attended, and the results have already been felt, as I have met many settlers in Canada from the districts concerned.

The inspection of Galician colonies in the Riding Mountain district, making a trip over the mountain to Duck Mountains and looking into suitable districts for future colonization work followed.

Following a report with observations concerning immigration in the Pacific Coast states of Washington, Utah, Oregon, Nevada, New Mexico, Arizona, I accompanied a delegation from Iowa, U.S., through Moose Mountain district to select location for 50 German families.

Inspected the lands on the Saskatchewan Railway.

Made an inspection and report on colonies, and progress and prospects of colonists throughout Saskatchewan; reported on the selection of a location for the Roumanian colony at Wingard, Sask., and then accompanied a delegation of Americans, under instructions, through Assiniboia and Saskatchewan, and reported on suitable districts for colonization work in the future with report on country.

I beg to state that the settlements throughout western Canada that have been founded within the last five years are all in a prosperous condition. The Galicians and settlers from eastern Europe have done remarkably well. They are now able to remain at home, without going out to work, and look after their own interests. They have stock and machinery and comfortable surroundings, and are considered good settlers.

The sanitary conditions of the colonies are good. The young people are speaking English, and fast becoming Canadianized. There are contentment and prosperity on every hand, and the prospect of an abundant harvest almost ready to reap.

The great influx of American settlers is due to the untiring efforts of the department in constantly keeping Canada and the great resources of our country before the American people, both by literature, lectures and by exhibiting our products.

We have yet an unbounded expanse of fertile country to populate, and for years to come can give a portion of our great heritage to those who may come to settle here.

Your obedient servant,

C. W. SPEERS,
General Colonization Agent.

OPERATIONS IN THE UNITED STATES.

No. 1.

REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES IN THE UNITED STATES.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 23, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—The immigration work in the United States for the past year has been fully as successful as the most sanguine expectations led us to believe it would be. The states in which operations have been carried on are those which have been worked for the last four or five years, viz.: North and South Dakota, Minnesota, Wisconsin, Nebraska, Kansas, Iowa, Illinois, Missouri, Indiana, Ohio and Michigan. Outside of these states more or less work has been done by what are known as sub or local agents, who are paid according to results. Attention has also been given applications from headquarters. Montana, Utah, Pennsylvania, Texas, Oklahoma, Wyoming and Oregon may be counted among the outside districts where the work has been carefully looked after in this way. The work done in this outside territory, as intimated, has been fairly successful, and I am satisfied that were we able to conduct more active operations in these states the results would prove highly satisfactory. The state of Montana, especially, should be a good territory. For various reasons large numbers of people have gone into that state but have not succeeded as well as they expected, and were our agents able to come into direct touch with them it is felt that considerable good work could be done. I speak in the same sanguine manner regarding Pennsylvania and New York, and I hope during the next year to be able to get more closely in touch with these states and that the next report to the department will show that there has been a large influx of settlers from these districts. During the early part of the year we carried on an excellent work in Oklahoma. Owing to the great number of people induced to go to that territory hoping to secure lands and realizing the possibility of their failing, the department was led to the conclusion that some good work could be done by the establishment of a Canadian agency at some point in Oklahoma for a temporary period during the existence of the land boom there. Carrying out your instructions, Mr. Crawford, our agent for Missouri and Kansas, made his temporary headquarters at El Reno, assisted by Mr. J. C. Duncan, Mr. Bennett's assistant at Omaha. They had a plentiful supply of exhibits of grains and grasses of western Canada, and placing these in large tents were able to attract crowds of home-seekers. To these literature was distributed, and I am pleased to say that results were immediately seen, it being necessary for the agents to start at once for western Canada with parties of fifty and sixty, and as a result of the efforts in Oklahoma during the couple of months that they were being made it is thought upwards of one hundred families were induced to come to western Canada. Every month in the year settlers have moved to the vacant lands of western Canada, and the reports of almost every settler have been of a highly satisfactory character. It is encouraging to be able to state that the number of inquiries that were made at the different offices was largely in excess of those of last year, and

the results have been considerably greater. Not only has the number of settlers greatly increased but the amount of capital brought with each settler has also shown a marked advance over any previous year.

ADVERTISING.

I have given this my special attention, and there has been no relaxation in the matter of securing publicity in the most important papers throughout the states in which we have been operating. The plan adopted is to have inserted in these papers neatly displayed advertisements setting forth briefly the advantages offered by Canada as a field for settlement. These are accompanied by reading notices and the testimony of delegates, and in this way we are able to reach the homes of the people and secure an interest which could not otherwise be obtained. Local papers, leading weekly newspapers and farm publications are the mediums that are used. In addition to this literature is forwarded from the local agencies, and is supplemented from the head office when occasion requires. This distribution consists largely of atlases, reports of delegates and testimonies of settlers, as well as special issues of such papers as the department feels to be in the interest of the work. Lectures are also given by the different agents during the winter months. The meetings are advertised at outside points, and are largely attended and great interest manifested. The state and county fairs are also visited, and at these splendid exhibits of the grains, grasses and other products of western Canada are shown. In every case we have had the hearty good-will of the officers of the associations and were given excellent positions in which to place our exhibits. Maps have been distributed in large numbers, and in many cases successful efforts have been made to secure the introduction of our literature into the schools. Sometimes this has been accomplished through personal request of the teacher.

The movement of people from the United States does not now mean one or two individuals with their families leaving given points at given times, but whole trainloads starting out, and while there are excursions organized and largely patronized, people are inclined to move every day in the week and every week in the year. I would like to add here that the reports which come from these settlers are of the most favourable kind, speaking very highly of the work of the locating agents and others who accompanied them to their homesteads when they reached western Canada. I may point out that this is of wonderful assistance in procuring settlers from the United States. These settlers speak in the highest terms of all the officials of the government with whom they come in contact. I wish also to point out that the agent who is securing settlers is a man who is supposed to be thoroughly posted regarding Canada, whether it may be in the matter of agriculture, mining or timber, and is also well informed respecting Canadian laws. In this respect I am pleased to say that most of our agents have proved very satisfactory.

Through the efforts of our agents we are able to secure in a number of instances considerable concessions in the matter of freight rates for the actual settler coming into western Canada, and the agent himself renders very valuable assistance to the settler, visiting him at his home and also at the depot in leaving and assisting him in arranging his car, selecting his route and in other ways making it easy for him to move to his new home.

As to the work for the ensuing year I have no suggestions to make as to material changes, but would recommend that I be allowed to carry on the same plan of publicity which has been carried on in the past. This will mean the distribution of a work something after the character of the present atlas. Hangers might be procured and distributed, also trade marks, both in this and the old country. I would recommend also that the method of advertising in the newspapers which has been adopted in the past be continued, and would be pleased if instructions were given for the extending of our advertising into Pennsylvania, New York and Montana lists in view of the possibility of its being necessary to go into these states to carry on a more extensive propa-

ganda. I am satisfied that the number of settlers from the United States will next year be largely in excess of the present, the present being considerably in excess of last year. I would also recommend that new exhibits of grains and grasses be prepared and a plentiful supply be arranged for in order that the agents in the United States as well as Great Britain may be able to have all they require, as I consider the display of these grains at public places to be an excellent advertising medium.

During the past winter two months of my time was spent in Great Britain and on the continent, giving what assistance I could to Mr. Smart and Mr. Preston in the reorganization of the work in the old country. During the time of our visit there I accompanied Mr. Smart to the agencies on the continent, and I also prepared literature and advertisements, attended to its distribution and otherwise rendered what assistance I could, the particulars of which will doubtless be embodied in the report made by the deputy minister.

Your obedient servant,

W. J. WHITE,
Inspector of United States Agencies.

No. 2.

REPORT OF M. V. McINNES.

Room 2, Avenue Theatre Block,
Detroit, Mich., July 1, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I beg to submit my report for the year ending June 30, 1902.

The work during the past year has been continued on the same favourable lines that characterized it during the year previous, and the results have been very encouraging. The same superior class of settlers have availed themselves of our information and low rates of travel. The same satisfaction has been in evidence after their settlement in their new prairie homes.

The most active and intelligent of these people have become useful agents, inducing many of their kindred and friends to change their residence to that land which is now familiarly known among them as the 'wheat-growing paradise of the world.'

From the territory under my control, 3,261 emigrants, including settlers and prospectors, according to my records and returns, have gone out with the intention of making western Canada their home. They have not departed empty handed, but took with them what amounted to 118 car-loads of stock, effects, baggage and light freight, aggregating in weight 2,782,000 pounds, and which, together with ready cash amounted in value to the respectable sum of over $975,000.

To demonstrate the great value to our western country of independent American farmers with means, I may specially mention the case of Mr. Peter Muirhead, of Orchard Lake, Oakland County, Michigan, a skilled and enterprising farmer who visited western Canada during the year at my instance. Let him tell his own story. In a letter to me dated June 18, 1902, among other interesting things, he states as follows:—

'Having seen your exhibit at the Pontiac state fair, and hearing your clear statements I decided to see western Canada for myself. I visited every part of it and found the farmers prosperous, contented and happy, the climate grand, and the land, I believe, the best on earth. I bought a ranch near Calgary, in Alberta, of 3,000 acres with 1,500 head of cattle, 150 horses and a $5,000 house, furnished, from Mr. Walter C. Skrine, and paid him $51,000 cash. I am going back at once, and will take with me six car-loads of improved stock, with two car-loads of effects, and expect to be accompanied by forty friends of mine as permanent settlers. Beautiful Southern Alberta, to my mind the finest stock-raising country on the continent, will be my home after the first of the coming month.'

This gentleman is worth over a quarter of a million dollars, which he will take with him to Alberta in cash, and is assured of a large and influential following from his section of Michigan during the present season of settlers on our western lands.

The Alameda colony in the Moose Mountain district of Assiniboia, started some years ago, principally by German-American settlers, still thrives and is going ahead with rapid strides. Mr. William Richert, the prime mover in the enterprise, was several times in Detroit during the year, in the interest of his new home and fellow-citizens of Alameda. His errands were successful. A large number of well-to-do settlers went back with him each time, and he intends thus to prosecute his well conceived plan of colonization by occasional trips between his new and his old home as time goes on. No better acquisition has ever been secured to our western citizenship than the Alameda detachment of settlers.

Another matter of significance is the deep interest taken in our western immigration by a large colony of Hungarian-Americans located in Delray, a suburb of Detroit. Some four hundred families of these thrifty people are disposed to change their residence to Canada, and only await the return of three active delegates of English speaking compatriots, well conversant with American life, who are at present in the west on a tour of investigation, and who will report to their constituents—I believe most favourably—in the early autumn. I expect to plant an active colony of good citizens in the near future from this prolific source.

I have kept up with undiminished interest my annual attendance at the state and county fairs within my territory during the season of 1901. The same solicitous desire by the farming communities that I thus reached, to examine our exhibits and acquire a knowledge of our western lands heretofore shown, was manifested in a marked degree at every exhibition.

The annual state fair held at Pontiac, Mich., during the last week in September, and which I attended, was the largest and most prominent one held in the state during the season. Every large agricultural centre of Michigan was there represented, and great interest was shown by the farmers in the products of our country, which were displayed to the best advantage during the continuance of the fair. I secured a space 130 feet long extending over one side of 'Agricultural Hall,' and occupying a most prominent position. This proved to be one of our very best exhibits.

I was also in attendance, as during previous years, at the Tri-State fair, held in Toledo, Ohio, during last August, in the interest of the three states of Ohio, Indiana and Michigan. Our exhibition was larger than any previous one, and our grains, grasses and other products provoked universal admiration.

I also attended other large fairs, and altogether was in evidence, with exhibits, at fifteen different county and country exhibitions in Michigan and Ohio. Everywhere the same marked interest in the products of western Canada was apparent.

The general results have been most gratifying, and large numbers of the most desirable emigrants have left for the west by this means of advertising.

I continue the advantageous custom of sending delegates from the different localities in the United States under my control to western Canada, and I still find it fraught with increasing benefit to our work. Not a delegate that I have sent out has returned as a bearer of ill-tidings, but each and all of them have given a generous and most favourable endorsement of the country and the people. Many of them write, concerning the agricultural opportunities existing in the west, in terms of unstinted praise, characterizing them as unrivalled and far in advance of their expectations.

In pursuing the purposes of the department nothing has added so much to the success of the work in the United States as the clear, fair and unexaggerated information given by the government agents, of the resources of western Canada and its agricultural conditions, particularly as regards the soil, climate, transportation facilities and opportunities for the successful prosecution of husbandry. Numbers of letters received by me bear unsolicited testimony to the fact that the information contained in our literature and the representations made by our accredited agents in America, in describing our western country, have been verified to the letter from actual observation.

This is surely a source of high satisfaction. A careful continuation of such a judicious course of action will strengthen and develop the work, which, I believe, will assume dimensions in the very near future out of all proportion to our anticipations. Undoubtedly the prospects for largely increased immigration during the coming year are excellent.

Your obedient servant,

M. V. McINNES.

No. 3.

REPORT OF E. T. HOLMES.

INDIANAPOLIS, IND., June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit my report for the year just passed. I have during the year called on a large number of prospective settlers throughout this state, and also some in Kentucky; and have sent a number of settlers to western Canada from both states. I have also had an exhibit at the Indiana state fair, and some of the county fairs. The grain and other produce exhibited caused a great deal of favourable comment, many declaring it was the finest exhibit of its kind they had ever seen.

Almost every farmer in Indiana has heard something of the advantages offered in western Canada, and before very long there will certainly be a large influx of people from this state into western Canada. They are exceedingly hard to move, but will make excellent citizens when they settle there.

Your obedient servant,

ED. T. HOLMES.

No. 4.

REPORT OF J. YOUNG.

COLUMBUS, OHIO, July 1, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—In submitting my report for the last year, I beg to say that the work in Ohio is meeting with marked success. The inquiries *re* western Canada have more than doubled in number those of the previous year, and three times as many settlers have gone to western Canada this year.

Last fall I visited six county fairs, and distributed over six thousand pieces of literature into the hands of farmers principally. This, with the exhibit shown, had a very good effect. The advertising in the local papers is another very good way of reaching the farmers. During the winter I held several public meetings, and I think I have had my best results from those meetings.

During the year I sent about 20 delegates to western Canada, and I believe that good results will follow from their reports; and if the work be continued along the lines as above, Ohio will in the near future be well represented in western Canada.

Your obedient servant,

J. YOUNG.

No. 5.

REPORT OF CHARLES PILLING.

GRAND FORKS, NORTH DAKOTA, July 9, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit my report for the year ending June 30, 1902, during which time I operated in Minnesota, principally in the central and southern parts of the state. I addressed meetings at Red Wing, Rochester, Spring Valley, Preston, Northfield, Mankato, Owatonna, Faribault, Farmington, Boyd, Monte Video, Renville and Winthrop; at all of which points, with one exception, caused by a blizzard, I had large and interested audiences.

I assisted in arranging the exhibit at the state fair and attended same during its continuance. I may say that this display was one of the attractions in the agricultural hall. At its conclusion I took half of the material and attended the county fairs with same at Austin, Fairmount, Caledonia and Shakapee.

During the year I made three visits to Manitoba and the west, once in charge of delegates, and twice with settlers' excursions.

The rest of my time has been fully occupied in visiting correspondents, making it a point to attend conventions, sales, markets, &c., where large numbers were congregated, distributing literature, and as occasion offered, setting forth the advantages of the country for settlement. When in St. Paul I gave such assistance in the office as was found necessary.

Your obedient servant,

CHARLES PILLING.

No. 6.

REPORT OF J. M. MACLACHLAN.

307 Third Street,
Wausau, Wisconsin, August 23, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit my report for the year ending June 30, 1902.

During the visit of Mr. Smart, Deputy Minister, and Mr. W. J. White, to Milwaukee in August of last year, I was instructed to visit the northern part of this state for the purpose of locating where I would be in a position to reach more readily, and at less expense, the people in these northern counties.

After looking over the country carefully I concluded that Wausau, in Marathon county, would be the most desirable point from which to operate, it being not a great distance from the centre of the state. Having reported this to the department, I received instructions from Mr. White to come here and open an office. This I did on December 14.

Between July 1 and December 12 I continued my work, co-operating with Mr. Currie at Milwaukee. We attended the state fair held there last year, and our exhibit was visited and admired by thousands of people daily, and it was readily admitted to be the most striking exhibit at the fair.

The fine assortment of vegetables expressed from Winnipeg proved quite an addition to our exhibit, as in size and quality they excelled anything shown by any of the various counties. The samples of coal were also an attraction.

We distributed over 3,500 atlases and other pamphlets. One of the gratifying features in connection with our exhibit, was the numerous questions asked by visitors with reference to the geographical situation of the lands for which we were seeking permanent settlers, the nature of the soil, fuel, climate, &c.

We met with many who had visited the Canadian exhibit at the Pan-American, at Buffalo, and they had nothing but words of praise for the tasteful manner in which it was displayed, and freely expressing the opinion that it surpassed anything of the kind seen there.

Since locating in Wausau I have personally visited in eighteen counties, held twenty-eight meetings, and visited one hundred and three families, principally in the rural districts.

The majority of the meetings I have held have been well attended, and I am pleased to report that the people, both men and women, have been most anxious to obtain all the information possible relating to western Canada.

I have had about two hundred visitors at my office, and in addition to the atlases I have distributed from here, I have forwarded to the department lists representing 1,500 requests for our publications, as follows:—English, 970; German, 390; Scandinavian, 90; French, 30.

I have further issued certificates to nearly one hundred persons, many of them taking a car of settlers' effects. Some of these people have sent back encouraging letters, copies of which I have forwarded to the department.

I have sent out ten delegates from my territory, and those who have returned have reported most favourably on the country, notably among these being the Rev. J. Pind, of Waupaca county, and Mr. John Holinizren, of Bayfield county. The visit of these

gentlemen will undoubtedly be the means of securing for us a large number of desirable Scandinavian settlers in the near future.

Unlike some of the neighbouring states this part of Wisconsin is not over populated, and there being still large tracts of land held by railway companies, as well as large land corporations, I consequently have met with considerable opposition in my work.

I have completed arrangements to make a display of our exhibit at a number of the different county fairs in the western and northern parts of the state in September and October, and at points where it has never been exhibited. This will give the people in these districts an opportunity of seeing the fine grains, grasses, vegetables, &c., grown in our fertile country, and will also, I am confident, be the means of inducing many first-class settlers to emigrate next spring.

In connection with my work I might add that farmers and stock raisers here are becoming interested in Canadian cattle. Last spring I furnished Mr. Duncan, of Duncan Bros., owners of a ranch near this city, with letters of introduction to several of our stock breeders in Ontario. Mr. Duncan purchased eight head of valuable shorthorns from W. G. Pettit & Son, Freeman; Capt. Robinson, Iddleton; and R. Mitchel & Son, Nelson, and for which he paid the sum of $1,000. Some of these he has entered at a number of fairs to be held in this state this fall. Mr. Duncan is greatly pleased with his visit to Canada, and speaks in the highest terms of the courtesy of the Canadian people.

Your obedient servant,

J. M. MACLACHLAN.

No. 7.

REPORT OF W. V. BENNETT.

OMAHA, NEBRASKA, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my fifth annual report. From July 1 to December 31, 1901, I had from the district of Nebraska 1,037 settlers, and 56 cars of immigrant movables.

From January 1 to June 30, 1902, I have sent out 1,951 settlers, and 239 cars of immigrant movables, making a total of 2,977 people and 295 cars of settlers' effects.

I could not get an estimate on all who went, but the total value of effects and money taken in by those whom I obtained reports on amounted to $4,314,995.

Out of the total number who have gone, I have not known of over 12 or 15 who have come back dissatisfied with the country.

With my knowledge of the settlement of newly opened districts and the history of many of the states, I find the percentage is very materially less who dislike, and do not homestead or purchase lands in the Canadian north-west than in any of the western states as they were being settled. I believe with the system of advertising now being pursued, and with the confidence that has been established in the minds of the Americans, that the exodus from the United States will double in the next year.

In my district the prospects were never more promising, and I trust that you will find the work accomplished satisfactory.

Your obedient servant,

W. V. BENNETT.

No. 8.

REPORT OF J. S. CRAWFORD.

KANSAS CITY, Mo., June 30. 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg to report on immigration work for our country in the states of Kansas and Missouri, and tributary territory to Kansas City by rail, for the year ending June 30, 1902.

The failure in crops of all kinds in the south last year had considerable effect in preventing those who would have moved to our country this year as those who needed to sell their land or effects could not do so; this later on will be overcome by the result of this year's crops, the outlook for which is generally good. The number of removals, however, has doubled; there having removed up to June 30, 1902, 1,400 settlers, taking with them the usual car lots of effects. In addition many have driven through with their families and, therefore, did not need to apply for settlers' certificates. One instance of this was met with while on a recent visit to my old home at Birtle, when three 'Prairie Schooners' arrived there labelled 'Oklahoma to Carrot River.'

I have continued to distribute books extensively through the mails and at street meetings. Literature supplied during the year has been of a very valuable kind and much appreciated by those asking for information.

I have sent 225 return men (delegates) for the year. This class of work has been thus far, entirely satisfactory in results as many return to the country with good parties to settle.

Our ranching possibilities are now attracting the attention of quite a number of large ranchmen in my district. One look at our grass and stock conditions determines these men, and soon many will go there to engage in the cattle business.

Office work has largely increased as the result of judicious advertising practised by the department, as many as 50 or 60 letters of inquiry being received daily during the spring. I have an office grain exhibit in which much interest is manifested by callers.

Lack of time and help made it impossible to follow up county exhibitions during last year. Our exhibit at the St. Louis fair produced good results.

In conclusion I beg to say that the outlook for next year's emigration from the south to our country is likely to be much larger than last year; much depends, however, on report of crops sent back to their homes by those already there.

Your obedient servant,

J. S. CRAWFORD.

No. 9.

REPORT OF W. H. ROGERS.

WATERTOWN, SOUTH DAKOTA, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—In submitting my report of the work done in South Dakota during the year ending June 30, I beg to say:—

The number of land-seekers and settlers from this state to Manitoba and the Territories during this period reached 2,550. Of this number 1,450 persons, with 265 cars of effects, moved to western Canada. Fully three-fourths of all who visited the country secured land with the view of becoming permanent citizens. In cash and effects they brought, at a conservative estimate, $1,775,000. Each year we are securing a more desirable class of settlers, both financially and otherwise.

The methods employed were practically the same as those outlined in previous reports, and hence need not be repeated here. There are, however, some features of the work to which I may refer. The 'boom' in South Dakota lands still continues. As a result increasingly large numbers of agents from other states are on the alert to direct the many who are selling, to the states which they represent. This fact has emphasized the importance of personal contact with those people in order to secure the best results. Another feature of this year's work, which has been attended by good results, is the running of special trains which consist of emigrant cars containing stock, household goods, &c., and a requisite number of dismantled sleepers for the accommodation of the families moving. One of these trains had 68 cars of effects, and four sleepers with 225 persons. Another feature which has greatly aided and encouraged me in my work is the number of letters received from those whom I have located in the north-west during the last four years. The tenor of such letters is one of hopefulness, contentment and prosperity.

The prospects for the coming year are certainly good. As evidence of this fact I need only say my correspondence for the first six months of this year is double that of the same months of last year, reaching from 450 to 500 letters per month. And the number of land-seekers is more than double that of the same period of 1901. In a word, if nothing unforeseen occurs, among the multitudes thronging to western Canada, South Dakota will send her full quota.

Your obedient servant,

W. H. ROGERS.

No. 10.

REPORT OF C. A. LAURIER.

MARQUETTE, MICHIGAN, July 5, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit my report for the year ending June 30. On July 25, 1901, I reported for duty to Mr. M. V. McInnes at Detroit. It was then decided that I should start work in the upper peninsula of Michigan. On the first day of August I commenced work in the County of Houghton, and made my temporary headquarters at Lake Linden. I distributed literature in that and adjoining counties, and did some canvassing. On October 1 I removed to Marquette, my present headquarters. As this territory had never been canvassed before, and owing to the nature of the industries of the country, which are mainly mining and lumbering, seven-eighths of the population being employed in the mines and lumber woods the year round at very fair remuneration, I found difficulties in getting the people interested in the farming industry, and very slow in catching sight of our object; but a liberal dissemination of literature, newspaper articles on the north-west and other methods of advertising, soon opened their eyes and made them realize the numerous advantages offered them in western Canada, and to-day I may say without fear of exaggerating that I am anticipating great results for the coming year. Up to the first of April, I had issued only one certificate, but since that date I have issued sixteen, to thirty-seven people classified as follows:—Seven families numbering twenty-eight persons, seven single men and two married men, who left their families behind but who are expected to either come or send for them at a near date. I have also been instrumental in inducing two French families, numbering eight persons, to remove to the Temiscamingue district, consequently this makes a total of forty-six people that I have forwarded to Canada during the year, and an estimate of twenty-five thousand dollars they have taken with them. I am also aware of several others who left this country for Canada, but I have no definite record of them. The sending of two delegates to the north-west last November from the County of Houghton, to investigate the country and its resources, has proven to be a great advertisement and a great help to me in my work. The written and verbal evidence of those men has done more to enlighten and interest the people of that section than all previous advertising, and I shall attempt in the future to foster that method of advertising. I am now making arrangements to send out delegates from the counties of Marquette, Delta and Menominee, and after their return, and their report is given out, I am positive a stimulus will be given to the movement of prospective settlers to western Canada from this section. I have received during the year six hundred and seventy-two letters of inquiry from within my territory, and fifty-six from other territories. I have answered a great many of them with personal letters, but I invariably mailed literature to every one of them. I have mailed and handed out close on to three thousand pieces of literature, atlases and pamphlets, in addition to those sent direct from the department through my requests. There is a large population of Swedes, Danes and Norwegians in this upper peninsula of Michigan. As a rule they are a very desirable class of people, and make good settlers, and are worth looking after. I hope to be able to secure a good many of them for our country during the coming year. I shall at least make every effort to do so. The new year opens up very favourably for me. I have just returned from Laurium, in the County of Houghton, where I have issued certi-

ficates to three families, numbering twelve persons, who are going to locate in the neighbourhood of Macleod, Alberta. They have five thousand dollars in cash, and one carload and a half of effects, consisting of four horses, wagons and harness, farming implements and household effects. One of the party, Mr. Phil. Demare, was a delegate to the north-west last November, when he selected his location. I am informed of six other families who are making arrangements to follow the example of that little party at their earliest convenience, and several others from that same location, who are waiting for the chance of disposing of their holdings to remove to some part of the North-west Territories. I shall make special efforts this coming fall, to attend and make an exhibit at every county fair in my territory.

Your obedient servant,

C. A. LAURIER.

No. 11.

REPORT OF H. M. WILLIAMS.

Toledo, Ohio, July 2, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I proceed to give you a condensed report of my year's work. In July, 1901, I was in western Canada, August and September at the St. Paul office, November at Canada Building, Buffalo, Pan-American. Since November 9, I have been in Ohio, with headquarters at Toledo, endeavouring to make known the many advantages of western Canada as a field for immigration. In the northern part of the state my success in arousing interest in our country has been far beyond my expectations, judging from the number of inquiries reaching me by letter and personal conversations with those whom I have called upon, as well as the interest manifested at public meetings held in various places at the request of the people. Those who have gone from my territory to western Canada say that they found it far exceeded their expectations. I have also received the same favourable report from those who went to see the country but returned to make necessary arrangements, to dispose of their property and then return to Canada to become citizens. They say that it is the greatest country for a poor man, or in fact for any person wishing to secure a home or to make money, that they have ever seen. Many people are now writing me for certificates to go and see, others for rates for carloads of stock and household effects, wishing to go there this present season. Therefore, in view of the fertility of the soil, the many natural advantages of the country, its past record for the production of all kinds of grain, as well as for dairying and the production of beef, also on account of so many people in this state who want good and cheap lands for homes, together with those who wish to make a safe and profitable investment with at least a portion of their surplus money in lands and in the various ranching interests,—I say in consequence of these many reasons I naturally look for a large immigration from Ohio in the present fiscal year and in the very near future.

Your obedient servant,

H. M. WILLIAMS.

No. 12.

REPORT OF C. O. SWANSON.

WATERVILLE, June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you my annual report, which I shall do very briefly.

During the year I have had three excursions from Montreal, via the Canadian Pacific Railway, and four from St. Paul and Minneapolis over the Soo line. On all these excursions I had large parties, and most of them were bona fide settlers, who have brought hundreds of car-loads of property into the country, as well as considerable ready money. The majority of them came from Minnesota, North and South Dakota, and they have mostly settled in Assiniboia and Alberta. The Scandinavians, as a people, like to settle in colonies, and in making inquiries about the country one of their first questions is, what are the chances for schools, churches, &c. Those who have come into the country as delegates have nearly all taken up homesteads and bought Canadian Pacific Railway land. Some did not because they would have to go so far from the railways. The last party I brought out went back 60 and 70 miles from the railway. They took homesteads and bought Canadian Pacific Railway land.

What the country needs most now is railways. If we had railroads running through the vacant lands of Assiniboia and Alberta, north of the main line of the Canadian Pacific Railway, and I could go into the large Scandinavian setlements in the different states and tell them they could get land within a reasonable distance from a railroad, they would come in by thousands, and the land could be settled and cultivated in a short time.

There is a great interest taken now in our Canadian lands by the Scandinavian people. I have a great many inquiries from men who have money, asking where they can best invest in large tracts of land, and we have a few who have already invested largely. I don't think I would be far out of the way in saying, that half of the names booked by some of the English agents in the above mentioned states are Scandinavians, that is to say, those who have settled in Assiniboia and Alberta. In regard to immigration from Sweden and Norway, I have had more than double the number this year that I have had any year previous. On April 7 I had a party of 50 come at one time. The settlers are doing well. The towns and villages are building up fast, and everything seems to be in an encouraging and prosperous condition.

In reference to the Swedish servant girls, 76 came out this last year, and had no difficulty in securing places. As a rule they give satisfaction, and are in great demand. We have letters from all over the country asking for these girls, but as only a limited number come out, of course a great many of the applicants cannot be supplied.

Your obedient servant,

C. O. SWANSON.

No. 13.

REPORT OF REV. M. BLAIS.

MONTREAL, June 12, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to acqnaint you of the labours completed since a year ago in the interest of colonization in Manitoba.

Apart from several journeys that I have made in the New England states, and another in Illinois, I have laboured in the province of Quebec, and I am happy to say that the success met with causes me to hope for advantage for the future.

Above all I have interested myself in giving lectures and to keep up an immense correspondence, and to organize and accompany to the Canadian west several excursions.

I have to thank the department for the encouragement shown me, by publishing in French, during the month of November, a pamphlet on Manitoba compiled by me.

Your obedient servant,

M. BLAIS, *Priest, O.M.I.*

No. 14.

REPORT OF DAMASE GAUTHIER.

LAURENTIDES, P.Q., June 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—As annual report I have the honour of sending you the following:—

According to the instructions received from the Department of the Interior, I have worked in the eastern states, where there are many people who understand the French Canadian language, and whom I could persuade to come to Canada.

During the months of July, August and September, I visited the regions of Lake Temiscamingue, Lake St. John, the north-west of Montreal, Manitoba and Alberta, in order to have a suitable and precise acquaintance with the centres of colonization, judging that the words of an agent who has seen and who knows the places personally, are more persuasive and more effective. As it was impossible for me to travel in the eastern states at the same time, I wrote my notes and impressions, and I have made them known to a very large number of French Canadians in the United States by publishing them in a Montreal paper, which has a large circulation in New England. I have thus written four articles.

During the nine other months, October, November, December, January, February, March, April, May and June, I travelled in the eastern states in the interests of immigration and of colonization. For this end I visited the families, which I thought could be persuaded, and I have induced several large families to come and live in Canada. But the principal means of persuasion which I have employed, is that of organizing assemblies and giving lectures. As will be seen by reading my weekly reports, I have thus organized meetings and given lectures at the following places:—Holyoke, Chicopee Falls, Three Rivers, Chicopee, Lowell, Nashua, Lawrence, Central Falls, Worcester, Woonsocket, Providence, Manville, Salem, Haverhill, North Adams, Williamstown, Adams, Indian Orchard, Ware, Flint Village, (Fall River), Petit Canada, (Fall River), North Tiverton, New Bedford, Taunton, Marlboro and Fall River. The result of these lectures has been, on the whole, very satisfactory. In a general way, I think I can flatter myself that I have contributed to the change of opinion in the minds of the people with regard to Canada. Far from meeting with prejudice and hostile feeling, I have proved on the contrary that the general opinion of French Canadians in New England has become favourable to emigration, and to colonization in Canada. That is why there has been considerable emigration from the eastern states to Canada. And I believe that the prospects for the next year are still better.

I have distributed amongst Canadians in the United States more than a thousand pamphlets and maps amongst French Canadians in New England, who have informed me of their serious intention of coming and settling in Canada.

The subject matter of these pamphlets and maps, as of my lectures, was Canada in general, Temiscamingue, Lake St. John, the north of Montreal, Manitoba and Alberta.

Your obedient servant,

DAMASE GAUTHIER,
Immigration Agent.

No. 15.

REPORT OF THE LAKE ST. JOHN REPATRIATION AND COLONIZATION SOCIETY.

QUEBEC, July 10, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you the report of this society's operations for the fiscal year ending June 30, 1902.

It is proper to note at once the most encouraging fact that last year was decidedly an epoch of progress and advancement for the cause of colonization, particularly in the region of Lake St. John, and that the present year promises to be still more fruitful, thanks to the increased interest taken in our work by the two governments.

The documents annexed to the present report are an eloquent proof of this progressive movement.

Here is the number of new settlers who arrived during the year 1901-2:—

From the United States and Canada	2,077
France	163
Belgium	79
Norway	33
Finland	162
Total	2,514

Being an increase of 591 new settlers over the year 1900-1.

From the foundation of our society in 1898, we have had the honour of directing 6,977 settlers to our territory, those settling in each year being as follows:—

	New Settlers.
1898	1,322
1899	1,692
1900	1,855
1901	2,108

Making a toal of 6,977 new settlers, who under the auspices of our society have gone to establish new parishes and to materially increase the population of the older villages. We are particularly pleased to direct your attention to the fact that the last census is the best confirmation of the result of our society's work, in acknowledging an increase of over 11,000 upon the figures of the census of 1891, the total population of Lake St. John alone being now 20,784.

DELEGATIONS.

Delegations from various parts of the province of Quebec and of the United States have visited the Lake St. John country as usual, and we particularly ask your attention to the fact that the number of delegates from the United States has been larger this year than ever before, which leads to the conclusion that the attention of our fellow-

countrymen living under the Stars and Stripes is now being concentrated upon the fertile valley of Lake St. John. To avoid any accusation of exaggeration on this subject, we will quote the exact words of the local government colonization agents, from the departmental report. Thus at page 157, Mr. Ferdinand Audet, the representative of our sister society, that of Quebec says: 'The settlers who go to the Metapedia valley, some principally from the eastern townships, and those who go to Lake St. John, are, for the most part, from the United States.' Mr. L. E. Carufel, of the Montreal society, adds (page 116): 'The few lectures which I delivered in the United States in the course of the year, in company with Mr. Dupont, the agent of the Lake St. John Railway Company, have resulted in bringing back a large number of our emigrated fellow-countrymen to establish themselves in that attractive region, now so advantageously known, but I am unable to give the exact number.' And lastly, Mr. Marquette, immigration agent, states (page 193): 'This year more French Canadians than usual have returned from the United States. Several of them have gone to Lake St. John.' Even the Hon. Mr. Turgeon, in his departmental report, is pleased to recognize the popularity of Lake St. John. At page 111, he says: 'The movement of settlers towards our great regions has not fallen off. I am even able to say that it has rather increased so far as the north of Montreal and the Lake St. John country are concerned. This last mentioned locality, in particular, appears to largely profit from the advantages offered by the Quebec and Lake St. John Railway Company. It is well known that settlers, on their way to take up lands, are given free transportation over this line with their families, and less than half rates are charged those who desire to visit the country and inspect its capabilities for settlement.' With such testimony as this in its favour, our society may well continue its work full of hope for the future.

All the delegates who have visited the lands in the Lake St. John valley, have made enthusiastic reports, and we have the honour to submit several extracts from them.

From January 1 to December 31, 1901, we have had 166 delegates, representing 94 parishes of Canada, the United States and Europe, 36 counties of Canada, 6 states of the American Union.

LECTURES.

In the course of the year 1901, 22 lectures were given by our society in the United States and in Canada. About 12,000 people were present at these lectures, which, for the most part, were illustrated by agricultural scenes in the region of the Lake St. John. If the number of these lectures is a little less than that of last year, it is due to my visit to Europe, with Mr. Barthe, one of our directors, of which I shall have occasion to speak later.

OUR ORGANIZATION.

The organization of the society for the reception and distribution of settlers throughout the district has made good progress. We have now at our disposal, thanks to the gracious assistance of the Dominion Government, two fine buildings to furnish shelter to newly arrived settlers. One of these buildings is at Roberval, the terminus of the railway, and the other at Peribonca, the central point for the distribution of settlers for the entire north and west of Lake St. John. These depots for immigrants are a marked advantage for the new settlers, saving them the expense of board and lodging.

In the Roberval building, a branch office of the society has been established, and a representative appointed, Mr. J. B. Carbonneau, whose duties are to receive and to guide the settlers upon their arrival. Another guide and guardian has been appointed in May last, named for the depot and district of Peribonca. Our intention is also to have a representative for the district of Chicoutimi, near which place we have commenced, during the past year, to extend our field of operations.

NEW SETTLERS.

It is pleasing to note that during the last few years the new settlers who came from the United States and elsewhere, are in better circumstances than those of former years. Sometimes, still, it is true that a settler comes to us with plenty of energy and good-will and his axe for baggage, but such cases are more and more rare, and nowadays the average settler possesses more resources. Thus last year we have had complete car-loads of settlers' effects, comprising household goods, animals and agricultural instruments, representing 1,220,000 pounds, as well as incomplete loads of similar effects, amounting to over 2,530,000 pounds, giving a handsome total of 3,520,000 pounds of freight belonging to settlers who have gone to make their homes in the counties of Lake St. John and Chicoutimi.

INDUSTRIES.

Industries have taken a truly extraordinary bound in the Lake St. John country during the past year, new enterprises springing into existence on every side. Pulp, for the present, possesses the greatest attraction for the capitalist. And let us add, sir, that in our field of operations, the capitalist, in nearly every case, is the settler himself, assisted by some of our Quebec fellow-countrymen. Thus it is that Chicoutimi, Jonquière and Peribonca are now on the high way of progress, while the people of Roberval, of Quiatchouan and of Metabetchouan are bestirring themselves in a rivalry of vigour and energy for the purpose of developing their wonderful water powers, of creating new villages, and even of constructing new railways to facilitate the operation of these great and laudable enterprises. And I have no hesitation in affirming that in the very near future, the falls of the Portage à l'Ours and those of the Peribonca at Honfleur will undergo a similar transformation.

It is needless to add that these numerous industries constitute a great attraction to the new settler, especially to him who has not much funds at his disposal. He is always certain of finding remunerative employment, for the wages paid to-day are from $1 to $1.50 per day, or for work in the *chantiers,* $20 to $25 per month and board. Another source of revenue to the settler is the sale of his wood to the pulp manufacturer, who pays $3, $4, and even $5 per cord for wood cut down for the clearing of the ground, thus enabling the settler to make money out of the clearing of his own lot.

The dairy industry shows a constant and very satisfactory growth, full of encouragement for the future, and has given such reputation to the pasture lands of Lake St. John as almost to cause a preference in the market for the dairy produce of the district. A study is now being made of the different methods of packing and preparing the products of this district for direct export to Europe, and we are promised, within two years, a special line of trans-Atlantic steamers for the exclusive transport of the products of the two counties of the Lake St. John and Chicoutimi.

A trade, or rather another industry, which appears to be assuming satisfactory proportions, is the raising of stock on a large scale. Lake St. John mutton is already much esteemed upon the markets of Quebec and Montreal. The beef of the region has also attained a certain degree of preference, and 95 complete car-loads have been shipped during the year, containing 2,898 head of cattle.

IMMIGRATION AND REPATRIATION.

During the last twelve months good progress has been made towards completing our organization for receiving those immigrants who prefer eastern Canada for a habitation to the North-west. We have succeeded in installing a new colony of Finlanders and French in Boileau township. Many acres are already cleared, and have been sown down this spring. A hundred and seventeen Finlanders and thirty Norwegians have

already arrived and are at work there, labouring for the success and the progress of their new country.

As already reported, Mr. Ulric Barthe, one of our directors, and myself have visited Europe in the interest of our work, to establish agencies.

The Hon. Mr. Gouin, Minister of Public Works and Colonization, whose business called him to Europe last November, was good enough to suggest that we should make our visit coincide with his own, and thanks to his powerful assistance we were enabled to establish a plan of operation which will enable the society to draw from the other side of the ocean, the most desirable class of immigration for this province, and particularly for the region of Lake St. John.

We were enabled to largely profit by the influential relations of the hon. minister abroad, and especially by his interviews with the French authorities, and to ascertain the exact manner in which it is necessary to proceed in the future, in order to insure the success of our work. The appeal to immigration in continental Europe in general, calls for extreme caution, seeing that each country has its own colonies, and views with a very ill-grace all movements calculated to divert its population elsewhere. We have come to the conclusion that outside of a general surveillance and of an annual visit to the branches, the best work can be done by people of the country itself, perfectly knowing it, and consequently able to manœuvre with all the necessary prudence. We were also fortunate enough to find there influential men, well informed about Canada, and well disposed to give their disinterested assistance. Our European branches will rather be bureaus of information than immigration and colonization agencies. We have thought it better not to attempt too much, but to proceed with greater method upon a smaller scale.

At Paris, the Hon. Hector Fabre, who showed himself most obliging to us, kindly offered to place at the disposal of our future agent the gratuitous use of one of the offices of the Canadian agency, at No. 10 Rue de Rome.

I must gratefully add, that thanks to the letters of recommendation from Mr. J. G. Scott, General Manager of the Quebec and Lake St. John Railway, the expenses of this journey were considerably reduced by the fact that our two delegates were favoured with gratuitous transportation on the trans-Atlantic steamers and the European railways.

SETTLERS' EXCURSIONS.

Our two settlers' excursions of last year were a real success from every point of view, as well for numbers as for results. Several farmers who took part in these excursions, profited by their visit to buy lots of land, and several important transactions which occurred on these occasions have been reported.

No less than 828 farmers took advantage of these excursions, for which the railway company gave them the nominal rate of $1.50 from Quebec to Roberval and return, a distance of 380 miles, in order to enable them to visit this attractive part of the province of Quebec, which is now the 'rendez-vous' of new settlers.

MINISTERIAL JOURNEY.

Outside of these two settlers' excursions 'the granary of the province of Quebec' was also favoured with a ministerial visit. Hon. Mr. Gouin, accompanied by a score of journalists and by several of our directors, made the journey under most favourable circumstances, with a result which is to the undoubted benefit of colonization in general and of the Lake St. John district in particular.

On October 15 last, three lady journalists of Montreal, Misses Gaetane de Montreuil, of *La Presse;* Madeleine, of *La Patrie,* and Colombine, of *Le Pionnier,* embarked in their turn also to visit the region of Lake St. John, and to study there on the scene the life of the settler. Upon their return, these ladies were good enough to relate their

impressions of the journey before the largest and one of the most select audiences ever assembled at the Institut Canadien. Applause was not lacking, and the newspapers, on their side, were filled with the most flattering eulogies.

MEANS OF COMMUNICATION.

As in former years, the local government found means to subsidize a special steamboat service for colonization. There are actually fourteen steamers on the lake forming different lines.

Ashore the roads are the best that can be desired, especially for the new colonies. Several old parishes in various parts of the province would have to blush for their routes if they were compared with those of Lake St. John.

Telephonic communication has also been very much improved, and now all the colonies of Lake St. John are connected by it with the parishes of the County of Chicoutimi.

TRANS-CANADA RAILWAY.

Another improvement in the way of communications, which becomes more urgent every day, is certainly the new Trans-Canada Railway, traversing the region of Lake St. John. The federal government has already voted for this purpose a subsidy to insure the construction of sixty miles. We have been promised that the local government is to consider the subject during the present session. We hope that we shall not be disappointed, for the future of the prosperous region which is to-day the object of our efforts, depends entirely upon the prolongation of the Lake St. John Railway, and we venture to believe that the local government, in whom our hopes are now centered, will be able to satisfy us that we have not waited in vain. The Hon. Mr. Gouin himself stated, in the course of his journey, that this improvement was an 'important want,' and he has promised us that he would favour the project whenever the local House would be called upon to consider it.

OUR SOCIETY AND OUR WORK.

Over 800 members now form our society, nearly 400 of whom are settlers of Lake St. John, who are the subject of our efforts. This is a great honour for those interested in our work, as well as for this fertile valley. It clearly shows the interest which the colonists themselves take in the development of their new country. Above all, it gives us pleasure to see that Messrs. the Curés have subscribed their names at the head of the lists of subscribing members. We are, therefore, in a position to show that our society unites all the best elements of our population in order to do effective work, and to assure the progress which we have so much at heart. And when we shall have occasion to solicit government assistance, we hope that they will remember the enormous work capable of being done with such small resources by our society.

Already the federal government has recognized our services. For this we are grateful. It placed us in a position to very much improve our orgauization, and we are now in a position to carry on good work upon a much larger scale, and to meet, at least, our most pressing wants. Now that our field of work is much more extended, it is unnecessary to say that we rest much of our hopes upon the governments, and particularly in view of all the work which we have been able to accomplish with such small resources.

Your obedient servant,

RENE DUPONT,
Secretary.

No. 16.

REPORT OF A. RIBOUT.

MATTAWA, ONT., July 12, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit to you the following report on my work for the year ending June 30, 1902.

From July to October I devoted my time to visiting our colonization districts, encouraging the new setlers and giving advice to those I had brought in. During the winter months I have delivered in the eastern states and in different places in the province of Quebec 21 lectures, illustrated by means of a powerful acetylene lantern, which I carry along with me, with suitable views. In every case the attendance was above expectations and a very keen interest was displayed. During my lectures, I have called the attention of my hearers to the advantages offered by New Ontario as a centre of colonization for people who possess a very small capital. I have also called their attention to the magnificence of the North Temiscamingue, in the County of Pontiac, province of Quebec. The result of those lectures, together with the literature distributed in every place, was that a great number of visitors or prospective settlers went through the country this spring, and that all are satisfied with what they saw.

At our last excursion over 200 people went to Temiscamingue to see the country, and they were well pleased. We had people from the eastern states, Quebec, Montreal, Ottawa and Hull. The Hon. J. I. Tarte, Minister of Public Works, and the Hon. Lomer Gouin, Minister of Colonization for the province of Quebec, who attended that excursion were surprised and charmed with that country.

One hundred and fifty-seven families settled during the year 1901-2 in the New Ontario and the Temiscamingue regions, as follows:—French River Settlement, 16 families, coming from the province of Quebec. Warennes in the townships of Dunnett, Casimir, Appleby and Jennings, 11 families, coming from the eastern states and province of Quebec. Verner in the townships of Caldwell, Badgerow and Gibbons, 26 families, coming from eastern states. Bonfield in the townships of Bonfield and Ferris, 14 families, coming from the province of Quebec. Mattawa in the townships of Papineau, Cameron, Mattawan and Colvin, 9 families. New Liskeard in the open townships of that settlement, 7 families; but a great number settled there during the year through the Bureau of Colonization at Toronto, all these settlers coming from the province of Ontario; that settlement is progressing very rapidly, and counts now about 500 voters.

Algoma East, in the townships surrounding Chelmsford, 15 families, coming from the United States, and 21 families went to Sault Ste. Marie. I have also directed 11 families, coming from the eastern states to Mr. R. A. Burriss at Port Arthur.

In the North Temiscamingue, County of Pontiac, 27 families, coming from the United States and province of Quebec, settled there this spring; and I must say that if we had better means of access and cheaper rates I have no doubt that over one hundred families would have settled in that country this year.

The capital in money and stock taken in by those I have a report from, amounted from $200 to $800 each; some had $1,000. I must also say that a number of families went to some of those places without calling at my office for particulars; they were directed by the Society of Colonization of Montreal, and by the Immigration Aid Society of Ontario, No. 1, at Ottawa.

I attended to a very large correspondence this year. I have answered over 700 letters of inquiry and I have distributed by mail through the eastern states over 2,000 pamphlets and 400 maps concerning the New Ontario and the Temiscamingue districts. I have also distributed a certain amount of pamphlets concerning the Manitoba and North-west Territory, these having been asked for very often.

For the Temiscamingue region I am glad to say that the prospects are better. The Ontario government is building a railroad from North Bay to New Liskeard, and a charter has been granted to a company for the prolongation of the L. T. C. R. from Temiscamingue station to the North Temiscamingue on the Quebec side. I consider that the North Temiscamingue region is one of the finest if not the finest in Canada, having soil of first quality and suitable for every person, rich or poor.

The Ontario government is making great improvements on colonization roads. The Quebec government by the recent visit made by the Hon. Minister of Colonization seems to be well disposed to make also very great improvements in that splendid settlement.

I am sure that this region will soon be one of the most important in Canada for agriculture and other industries, being very rich in minerals, in forestry products, and being well watered with numerous and important water courses very easy to develop.

Your obedient servant,

A. RIBOUT,
Dominion Immigration and Colonization Agent.

No. 17.

REPORT OF R. A. BURRISS, CANADIAN GOVERNMENT AGENT FOR NEW ONTARIO.

PORT ARTHUR, ONT., July 14, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to report as follows with respect to the immigration work done in western or New Ontario, for the year ending June 30, 1902. In order to be as concise as possible I will arrange it under the following heads, viz.: 1. Plan of work. 2. Results. 3. Prospects for 1903.

1. The plan of work which I find the most successful is, first to get the people interested in the advantages offered in our districts by placing before them reliable information regarding the mining of gold, silver, copper and iron, our lumbering and fishing industries, besides a land rich in agricultural possibilities with soil remarkable fertility and unlimited productiveness. In addition to these advantages, a settler is offered a free 160 acres of land covered with timber, affording him at once a visible means of support.

Various means are resorted to in order to place these advantages before the people. No advertising is done after the ordinary real estate method. Articles designed to awaken an interest are written for religious and secular papers throughout the United States, which are published, to a large extent, free of charge. Special pamphlets containing articles written by settlers in the various colonies are published. Circulars called 'Questions Asked and Answered,' New Ontario souvenir post cards, memo. books and maple leaf brooches are sent to interested parties.

During the year about five tons of advertising matter has been distributed, and it is estimated that two and a half million papers must have been printed in Canada in which some reference was made to New Ontario, while 90,000 different articles of advertising matter and letters were sent to the United States and Europe and placed in the hands of inquirers for reliable information.

A large number of representative men are secured yearly to pay the district a visit. These men, realizing the advantages attainable here, frequently turn their homes into veritable depositories for information, and many of them deliver lectures and otherwise help in the work.

Possessing a thorough knowledge of the wants of the people, and having entered this work with the prime motive of the improvement of the condition of the renting farmer and others who are being oppressed, and being located in the very heart of New Ontario, my opportunity for promoting the work is excellent in every particular. My plan of work in the field is thoroughly systematized. First, attract the attention of the would-be settler; second, afford low transportation to the country; third, supply free temporary homes for families, and look after their immediate wants; fourth, assist the settler to procure a free claim by sending him to a colony and placing him in the hands of a competent land guide; and, fifth, take a general interest in his material, moral and spiritual welfare until he is established and practically independent.

2. Results. This year has witnessed an unprecedented influx of settlers into the Rainy River valley, and these are not merely settlers of limited means, but men with capital who come to invest their money in improved farms. The greatest difficulty met with in the colonization of this wooded country is the lack of road accommodation. It

has been utterly impossible to secure sufficient aid to establish colonization roads fast enough to accommodate the incoming settler. In many instances in Rainy River and other valleys, settlers have suffered great inconveniences and loss of time for the want of adequate roads in the townships surveyed. These wants are being remedied as fast as possible, and we trust that within a year or so more the road work will be in advance of the settler. Recently 144,240 acres of land have been surveyed and thrown open to free grant in the Rainy River valley alone. The completion of the Canadian Northern Railway from Port Arthur to Winnipeg has facilitated the settlement of this great valley.

The White Fish River valley on the Duluth branch of the Canadian Northern, south-west of Port Arthur 30 miles, has witnessed during the year a phenomenal growth. The prosperity of the settlers last year has had the desired tendency of bringing their friends, and results have been satisfactory. More colonization roads are being constructed and school houses and churches are being erected, and there is every evidence of prosperity and thrift.

The Finlanders who were located in the township of Lybster, in the White Fish River valley, are proving themselves valuable settlers, and are constantly being added to. We are not in possession of the exact figures, but it is affirmed by those who co-operate in the location of Finlanders that more than 300 came to Port Arthur and Fort William in the past year. They all seem to be thrifty and contented.

The Slate River valley, south-west of Fort William, has witnessed an unusual growth this year. At one time five cars of settlers' effects and one coach containing 35 people from Faulkton, S.D., came through to this valley via St. Paul and Winnipeg. Several thousand acres have been purchased by people from South Dakota and Illinois. These men were all practical farmers, some having been renters of large farms while others sold out and came here in order to find a climate better adapted to mixed farming and stock raising.

The colony established in Dorion township on the Canadian Pacific east of Port Arthur, is assuming substantial proportions. Several families have arrived from England and the United States, and a store and post office have been established.

The Ontario Experimental Farm is located at Dryden, on the Canadian Pacific Railway. The settlement in this portion of the district has not been as satisfactory as we would desire owing to the fact that while all of our other land is free grant, there is a charge of 50 cents per acre placed on land at this point; however, the settlers who are coming in are satisfied and prosperous.

The townships of Gorham and McIntyre, north of Port Arthur, on the proposed line of the St. Joe railroad, are being settled mostly by French Canadians from Wisconsin and Minnesota, and by Italians. New colonization roads are being established.

In the township of Oliver, all the partially improved farms available are being purchased by well-to-do settlers from abroad. One farm was recently purchased by a man from South Dakota with a family of ten, and the owner of three fine teams. His enterprise has been the astonishment of some of the old, slow-going settlers.

The vacant houses to be seen in Port Arthur and Fort William three years ago are all filled, and rent has advanced 50 per cent. Hundreds of new residences and places of business are being erected and signs of prosperity are visible on all sides.

The Pigeon River Lumber Company from the state of Michigan have erected mammoth saw-mills in Port Arthur and are employing a great number of men. This industry alone has been influential in bringing many valuable families to our districts.

More than a thousand people have arrived from Europe and the United States, some bringing car-loads, and others from 300 to 10,000 pounds of effects. Some 33 car-loads of effects have been handled from eastern Ontario. Few go away, and our settlers from the eastern provinces are lavish in statements of satisfaction.

Prospects for 1903 are good. The knowledge of the advantages available here is becoming widespread. The railroads and steamboats offer low transportation. The policy of the people everywhere is becoming 'Build up New Ontario.' With our six-

teen million acres of agricultural land to the north of us, we can give homes to many thousand families right in the heart of this great Dominion.

I know of no more promising field on the continent or place where men of limited means can acquire a competency sooner, and where wealth can be utilized to better advantage. We must invite enterprise and capital, for 'the basis of a nation's prosperity is the broad shoulders of her farmers.'

Your obedient servant,

R. A. BURRISS.

No. 18.

REPORT OF THE GENERAL AGENT OF THE MONTREAL COLONIZATION SOCIETY.

MONTREAL, August 22, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you the report of the Montreal Colonization Society for 1901-2.

The total number of persons registered at the office on Notre Dame street was 2,164. The locations selected by the settlers have been as follows:—

North of Montreal	1,548
Matapedia and Gaspé	189
Lake St. John	140
Lake Temiscamingue	98
Northern Ontario	142
Western Canada	47
Total	2,164

Out of this number 149 came from the United States of America, and 113 from Europe. The repatriation movement continues under favourable conditions, and the European immigration shows a notable accentuation. Thus, the good results of the propaganda made during the World's Exposition in 1900 commence to manifest themselves, and the class of settlers that comes to us is excellent.

The increase shown in favour of the districts of Matapedia and Gaspé is noteworthy. This is without doubt due to the reduction in transportation fees of the settlers and their effects over the Intercolonial Railway. By means of these new facilities the work of colonization will experience an extraordinary impetus, because those districts are magnificent and very rich in most varied resources.

In regard to the district of Labelle, the progressive movement already pointed out, will not be retarded. With the assured extension of the railway to Nomininguc, it is easy to foresee that, through the operations of the society, there will be a great increase of settlement in that district. The nature of the soil, at the porch of the Laurentides, permits us to establish there a large colony of farmers, living exclusively upon the productiveness of their lands, and enjoying the advantages and conveniences arising out of the presence of numerous water powers. With good markets, with the dairy industry, cattle raising, and the cultivation of the soil as practised to-day, there are found, taken as a whole, in these regions conditions of life very perfectly acceptable.

The Canadian Pacific Railway now find the Labelle line one of the most profitable lines of their immense system. During the last year there has been an increase of 25 per cent in the general receipts of this line, and this fact alone suffices to prove the prosperous and progressive state of the district.

If the promoters of the railway north of Montreal, the success and future of which can no more be doubted, would extend their praiseworthy undertaking much further

on, as far as, for instance, the neighbourhood of Lake Baskatong, this road with the one to Lake Temiscamingue, at the extreme west of the same district, would become arteries for the diffusion of activity and life into the richest territory of the old provinces. The construction of these two railways would, in fact, mark in the annals of Canada an era of unheard of progress in colonization.

The work of our society, sir, only counts for a minimum proportion in the expansion movement and the prosperity in which the Canadian people justly rejoice, but the society is ambitious to continue its efforts and further to increase its efficiency by all legitimate means.

Your obedient servant,

T. A. BRISSON,
General Agent.

No. 19.

REPORT OF C. J. BROUGHTON.

927 Monadnock Building,
Chicago, Ill., June 30, 1902.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to herewith submit my annual report.

During the past year five hundred and sixteen souls left this territory for western Canada, they had twenty-six car-loads of emigrants' moveables and live stock, and in the neighbourhood of one hundred and fifty thousand dollars. As in previous years the exhibit at the state fair at Springfield was a great success and attracted the attention of thousands of people. I think this coming year we can show an increase of 75 to 100 per cent.

Your obedient servant,

C. J. BROUGHTON

No. 20.

REPORT OF J. C. DUNCAN.

OMAHA, NEBRASKA, September 23, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my report of the year 1901-2 as assistant to W. V. Bennett, with headquarters at Omaha. The results of the work there were very satisfactory, and emigration from that district is steadily increasing. About one-half of my time was spent travelling and balance in office.

On July 5 in accordance with instructions received from Mr. White, inspector of agencies, I went to Oklahoma to assist J. S. Crawford with exhibit at El Reno; spent about one month there with exhibit, which attracted a great deal of attention. On Oct. 1 I had orders to proceed to Buffalo to assist with the work at the Canadian building at the Pan-American Exposition, which closed Nov. 2. I then returned to Omaha, where I remained until June 19, when acting under instructions from the department I came to Indianapolis to take charge of the work in Indiana.

Your obedient servant,

J. C. DUNCAN.

No. 21.

REPORT OF J. H. M. PARKER.

DULUTH, MINN., July 1, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—In submitting my sixth annual report I will briefly state the work done from my office and the number of settlers sent to Western Canada in the past twelve months.

The number of settlers sent, including those that went to New Ontario and British Columbia besides Manitoba and the North-west Territories, was 980, with 78 cars of household goods and stock, and about $450,000 cash, or an average of $500 each. Besides these a large number of colonization companies bought up large tracts of lands to sell again to settlers. The Saskatchewan Valley Land Company was formed through my efforts and purchased over one million acres, and they have already sold most of their holdings.

During the month of August I attended a number of county fairs and distributed a lot of pamphlets. These fairs were well attended, and our exhibit attracted a lot of attention.

During the months of December, January, February and March I gave 42 stereopticon lectures, showing views of western Canada, speaking in English and French when necessary. These lectures were well attended, and there is no question in my mind that this is the very best mode of advertising we have tried, inasmuch as every man that comes is there for information, and while the lecture is in progress the picture is before them. Immigration in the next year will more than treble the past year.

Your obedient servant,

J. H. M. PARKER.

No. 22.

REPORT OF T. O. CURRIE.

MILWAUKEE, WIS., September 27, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit to you my report for the year ending June 30, 1902. Shortly after submitting my last annual report, I found out that vast quantities of land in the northern part of this state were open for sale, not only by railroad companies, but vast regions that had been purchased by lumber companies from which all the pine timber had been cut off. These companies offered the lands for sale very cheap. Wealthy corporations had stepped in and bought tens of thousands of acres, and put forth every effort to secure the attention of all home-seekers, not only from Wisconsin, but from many other states. Their agents were able to secure transportation to travel here and there at leisure in order to secure settlers to populate those lands, while we were compelled to pay for every mile we travelled in the state. Previous to this we had the railroad companies to work against, but this year we had wealthy corporations as well to thwart our efforts in sending settlers to Canada, but we were not to be daunted. The first proof we found of their energy was while attending the different fairs throughout the state last fall, when it was plainly revealed to us that they did everything in their power to prevent us from securing space at the different fairs in order to make our exhibit. But we were fortunate enough to have won a warm place in the hearts of the people in this country, of which so many are ex-Canadians, to give us space at each fair, and we received nothing from the public but the kindest of compliments and best wishes. I am pleased to inform you that notwithstanding the opposition, we have been able to exceed our most sanguine expectations, and have sent from this state one thousand one hundred and twenty-two people, with eighty-seven car-loads of freight, bringing with them over three million five hundred dollars ($3,000,500) in capital, and I am glad to say that a vast majority of them are ex-Canadians or the descendants of the grand old mothers and fathers who left Canada many years ago in hopes of bettering their condition here, but have become somewhat dissatisfied with the present condition in this country. Everything here to-day points to a crisis in the near future; no matter what others may say, I desire to inform you that there is a dissatisfied feeling among the most broad-minded, liberal and intellectual settlers of this country, that labour is not receiving its just reward, and while our efforts in the past, I feel have been very successful, I believe if the present state of affairs continues here, that immigration to Canada may be fully doubled within the next twelve months. I earnestly hope that by a full explanation of our liberty-loving constitution, the only form of government in the world that I know of where the people are supreme, and by policy and principal we may be able to win many thousands more to become settlers of Canada, my native land.

Your obedient servant,

T. O. CURRIE.

No. 23.

REPORT OF JAMES N. GRIEVE.

SAULT STE. MARIE, MICHIGAN, July 5, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending June 30, 1902. The emigrants who went from my territory to different points in Canada during the twelve months numbered 2,175 souls, distributed as follows:—

To Ontario	734
Quebec and Maritime Provinces	746
Manitoba and the North-west Territories	695
Total	2,175

Taking with them 16 car-loads of settlers' effects besides many thousands of pounds in less than car-load lots.

This, as you will see, is a gratifying increase over the figures of last year. While the movement to the North-west does not show any material gain, yet upon the whole I feel safe in saying that the year 1901-2 has been the most successful in the history of the work in this state. The same mode as last year of exhibiting samples of western Canada's grain and grasses was used this year, the first exhibit being at the Michigan state fair held at Pontiac, where a very nice space was allotted to us. As in former years our exhibit was credited with being the finest on the ground. This exhibit was placed in position by Mr. M. V. McInnes, of Detroit, and myself, with the help of two assistants, and was displayed during the entire week of the fair. It is impossible to give anything like an approximate idea of the number of visitors we had during the week, but there must have been at least one hundred thousand people. At the close of the fair we divided the exhibit, Mr. McInnes taking one part and myself the other. I then took in as many of the county fairs as the season would permit. At some of these I was very ably assisted by Mr. Lent, of Allegan county, who had just returned from a trip through the North-west and was thus well fortified to talk intelligently to the hundreds of farmers we met every day. This system of advertising in my opinion is the very best that can be adopted, and should by all means be kept up. The only drawback is that the shortness of the season limits the number of fairs one person is able to attend. I also continued the plan of holding meetings in different localities, but I am strongly of the opinion that in order to make the meetings as interesting as possible a good stereopticon, with views of the North-west, should be furnished each agent who is capable of taking up that line of work.

The Commissioner of Crown Lands for the province of Ontario has kept my office well supplied with maps, pamphlets, &c., treating principally with the newer portions of the country, and I have thus been enabled to interest a great many people, and have already sent a number of families into the newer parts of the province, principally into the district of Algoma and along the line of the Canadian Pacific Railway. The prospects for the coming year are good. The magnificent crops last season throughout the entire North-west have proved a great factor in promoting emigration, and with a fair crop this present season I believe the next year will see more people going from this state than during any year in the whole history of western Canada.

Your obedient servant,

JAMES GRIEVE.

No. 24.

REPORT OF SVEINN BRYNJOLFSSON, AGENT TO ICELAND.

OTTAWA, September 30, 1902.

The Superintendent of Immigration,
Ottawa.

SIR,—In compliance with instructions received, I beg to submit the following report of my work for the year ending June 30, 1902.

After having been appointed immigration agent for Iceland, I left for Iceland on July 25, 1901. I have made three round trips through the country, two aronnd the coast by the mail boats and one on horseback, besides several smaller trips by land, visiting farmers and fishermen and explaining to them the resources of western Canada and its advantages for farming.

I am pleased to say that my work stirred up quite an interest in Canada, which showed itself in numerous applications to me for information, and that at the end of last June I was able to bring out myself 240 emigrants, in addition to 81 who came previously, the total number for the year being 321.

The prospects for next year are very favourable.

Your obedient servant,

SVEINN BRYNJOLFSSON.

PART III.

DOMINION LANDS SURVEYS

SURVEYS.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, September 10, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior.
Ottawa.

SIR,—I have the honour to report as follows upon the operations of the Topographical Surveys Branch during the year ending June 30, 1902.

Thirty-six survey parties were employed during the last half of 1901, and the same number during the first half of 1902. In addition thereto, several parties were working under the direction of the Commissioner of the Yukon Territory.

The season of 1902 has been the most unfavourable for surveying operations in many years. The prevalence of rain with resulting floods in the rivers and high water in the marshes and ponds has interfered seriously with the surveys. The large increase in the cost of labour and supplies has been a further source of trouble to surveyors working under contract. Under such conditions, and at the present contract rates, some surveyors may find it difficult to earn their expenses and to have enough left as remuneration for their services.

MANITOBA.

C. F. Aylsworth, D.L.S., has been engaged during the past season in making surveys in central Manitoba. He has resurveyed townships 11 and 12 in ranges 7 and 8, township 15, range 3, township 16 in ranges 1 and 2, township 17, range 2, all west of the principal meridian, and township 13, range 7 east. He has also surveyed a townsite in section 11, township 13, range 6 east, in which section the Canadian Pacific Railway station of Tyndall is situated. Mr. Aylsworth remained in the field until the beginning of April, 1902.

R. Bourne, D.L.S., has been engaged up to February of this year in making surveys in the country lying between the principal meridian and Lake Winnipeg. He retraced and remarked the principal meridian between the fifth and sixth base lines and then produced it northward as far as the seventh base. He also ran the meridian outline between ranges 1 and 2 E., through townships 19, 20, 23 and 24, and also the seventh base and the north side of the sixth correction line across range 1. He also retraced the sixth base across ranges 3 and 4, and the south side of the fifth correction line across range 1. He finished his season's work by subdividing township 19, range 2, east of the principal meridian.

J. A. Côté, D.L.S., has been employed continuously up to the end of May of this year in making surveys in south-eastern Manitoba, in the neighbourhood of the Manitoba and South-Eastern Railway. He has completed a survey of the north boundaries of townships 1 and 2 in ranges 9 and 10, the north and east boundaries of township 2, range 8, and the east boundary of townships 1 and 2, range 9, and townships 3 and 4, range 12. He has subdivided portions of townships 4 in ranges 9, 10 and 11, of townships 3 in ranges 10 and 11, and of township 1 in range 8. He has also made a resurvey

of the north boundary of township 4 in range 9; all of this work being to the east of the principal meridian.

W. A. Ducker, D.L.S., Swamp Lands Commissioner for the Manitoba government, under instructions from this department, has surveyed several townships and outlines during the past season. He surveyed the east boundary of township 6, range 9, east of the principal meridian. He also made a part subdivision of townships 5, ranges 9 and 10; township 6, range 10; townships 3, ranges 9, 10, 11 and 12, and also township 2, range 13, all east of the principal meridian. Mr. Ducker reports the past spring as the wettest since the settlement of the country. This season, he is continuing the work which was being done by Mr. Côté last year.

A. F. Martin, D.L.S., Swamp Lands Commissioner for the Manitoba government, has, during the past season, been making various surveys for this department. He has surveyed a colonization road from Teulon northerly for a distance of about sixty miles, and has made resurveys in townships 17, 18, 19 and 20 in range 1; townships 18, 19 and 20, range 2, and township 20, range 10, all west of the principal meridian; and in township 16, range 2, east of the principal meridian. This same work will be continued by Mr. Martin this season.

H. B. Proudfoot, D.L.S., was last season awarded a contract for the subdivision of a number of townships in central Manitoba. He completed this work about the middle of April of this year, having subdivided townships 19, 20, 21 and 22 in range 1, and townships 20, 21, 22 and 23 in range 2, all east of the principal meridian. Part of township 22, range 2, along Icelandic river has been subdivided into river lots with a frontage of twenty chains and a depth of about a mile. This season, he is again working under contract in the same district, having received instructions to subdivide townships 21 and 22 in ranges 1 and 2, west of the principal meridian.

A. Saint-Cyr, D.L.S., is engaged this year in making a block survey in the country between Lakes Manitoba and Winnipeg. He has been instructed to run the seventh base line and the block and township outlines adjoining the principal meridian. Before starting this work, he completed the subdivision into town lots of the portion of the townsite of Gimli, lying between Fourth street south and Second street north.

NORTH-WEST TERRITORIES.

G. B. Abrey, D.L.S., has been awarded a subdivision contract in the district east of Prince Albert, along the proposed extension of the Canadian Northern Railroad. His contract includes townships 43 in ranges 13, 14 and 15, and townships 44 in ranges 13 and 14, west of the second meridian.

David Beatty, D.L.S., has been awarded a survey contract in the country north of Quill lakes. He is to subdivide townships 39 in ranges 20, 21 and 22, and townships 40 in ranges 20 and 21, west of the second meridian.

P. R. A. Bélanger, D.L.S., was last season engaged in running block outlines between Prince Albert and the second meridian. He surveyed the thirteenth base line across ranges 5 to 16 inclusive, the east boundary of townships 45, 46, 47 and 48, range 9, of townships 41, 42 and 43, range 8, of townships 41 and 42, range 7, and of townships 47 and 48, range 5, all west of the second meridian.

This season, Mr. Bélanger is engaged in making resurveys in the Yorkton district. This work is necessary in order that new settlers may be located in townships which are at present vacant. He has already completed townships 19, 20 and 21, range 4, and townships 19 and 20 in range 5, west of the second meridian.

J. A. Bellcau, D.L.S., was engaged last season in surveying township outlines east of Prince Albert, in the district through which the Canadian Northern Railway will pass. He surveyed the east boundary of townships 45, 46, 47 and 48 in ranges 14, 15 and 16, and of townships 47 and 48 in ranges 17, 18 and 19, all west of the second meridian.

C. A. Bourget, D.L.S., received instructions in September last year to renew a number of posts marking the corners of blocks in the townsite of Macleod, also to sub-

divide into town lots a portion of the North-west Mounted Police reserve at Pincher Creek. He afterwards surveyed the south outline of townships 1 in ranges 8 to 14, and the east outlines of townships 1, 2, 3 and 4, ranges 9 and 14, townships 3 and 4, range 15, and township 4, range 8, all west of the fourth meridian.

A. Bourgeault, D.L.S., was working under contract last season in Saskatchewan, north of Quill lakes. He completed the subdivision of townships 35 and 36 in ranges 11, 12 and 13, township 35, range 14, and part of township 34, range 13, all west of the second meridian. This season, he is again working under contract in the same district, having been instructed to subdivide townships 34 and 36 in range 14, townships 34, 35 and 36, range 15, townships 31, 34, 35 and 36, range 16, and townships 35 and 36 in range 17, west of the second meridian. He has already finished township 35, range 15, and a portion of township 36 in range 14.

Edgar Bray, D.L.S., organized a party at Prince Albert about the beginning of May of this year, and proceeded to the country north of the Quill lakes where he had been instructed to survey a number of outlines. He is to survey the meridian outlines adjoining the eleventh base between ranges 16 and 23, west of the second meridian.

J. J. Dalton, D.T.S., has been working during the past season in Assiniboia, in the vicinity of Yorkton and Fort Pelly. He has subdivided townships 31 and 32, range 31, and township 32, range 30, west of the principal meridian, and has made a traverse of the Assiniboine river through townships 32 in ranges 1 and 2, west of the second meridian. He has also made resurveys in townships 24, 25 and 31 in ranges 1 and 2, township 23, range 3, townships 23, 24 and 25, range 4, township 25, range 5, and townships 29 and 30, range 6, all west of the second meridian.

This season, Mr. Dalton is working in the same district. He is to survey the meridian outlines between ranges 14 and 15 across townships 41, 42 and 43 and between ranges 13 and 14 across townships 41 and 42. He is afterwards to subdivide the lands within two or three miles of the line of the Canadian Northern Railway between the western boundary of Manitoba and Carrot river. The country in this district was found to be too wet for work in the early part of the season, so until it become somewhat drier, he is to do some subdivision work in townships 31 in ranges 14 and 15, and townships 26 and 27 in ranges 16 and 17, west of the second meridian.

W. J. Deans, D.L.S., has been awarded a subdivision contract in the Pasquia Hills to the east of Melfort. It includes townships 45 in ranges 13, 14, 15 and 16, and township 46, range 16, west of the second meridian. These townships are along the projected line of the Canadian Northern Railway and their subdivision is most urgently required.

J. C. Desmeules, D.L.S., was employed last season in subdivision work in the Edmonton district, west of the fifth meridian. He finished work about the end of September, having completed the subdivision of parts of townships 53 and 54 in range 1.

Jas. Dickson, D.L.S., was engaged last season in the survey of township outlines in the district between Prince Albert and the second meridian. This is the country through which the Canadian Northern railroad will be built. He completed the survey of the east boundaries of townships 43, 44, 45 and 46 in ranges 4 and 5, townships 43 and 44, ranges 6 and 7, and townships 44, 45 and 46, ranges 3 and 8, all west of the second meridian. This year, he is working under contract in the district south of Prince Albert, and west of the second meridian. He is to subdivide townships 41, 42 and 44, range 24, township 41, range 25, and portions of townships 43 in ranges 25 and 26.

C. C. DuBerger, D.L.S., was engaged last season in running township outlines in the district of Saskatchewan south of the twelfth base line, west of the second meridian. Owing to the heavy rains which flooded the country, and made travelling most difficult, and also owing to his own ill health, Mr. DuBerger did not complete all the work allotted to him. He completed the survey of the east boundary of township 43 in range 14, and a part of the east boundary of township 44 in range 14. This season, he has been awarded a contract for the subdivision of a number of townships to the north-east

of Edmonton on the north side of the Saskatchewan river. His work includes townships 59 in ranges 14, 15, 16, 17, 18 and 19, and portions of townships 58 in ranges 16, 17, 18 and 19 west of the fourth meridian.

P. T. C. Dumais, D.L.S., has been awarded a contract for the subdivision of a number of townships in the Beaver Hills, west of Yorkton. His work includes townships 27 in ranges 8, 9 and 11, townships 28 in ranges 9, 11 and 12, township 29, range 12, and a portion of township 27 range 12, all west of the second meridian.

C. C. Fairchild, D.L.S., was sent out in 1901 to survey the outlines and subdivide certain townships near Dunvegan on the Peace river in Athabaska district, allotted to 'La Société de Colonisation de la Rivière La Paix.' After some delay, owing to an outbreak of smallpox in his camp, he reached the Peace river about July 15th. He extended the 21st base line across ranges 26 and 25, west of the fifth meridian, opened out the sixth meridian across township 80, surveyed the other outlines of township 80, range 26, and subdivided it. He also extended the meridian between ranges 25 and 26 south across township 79, ran the remaining outlines of township 80, range 25, subdivided part of the township and then made a traverse of the Peace river across the townships. When there still remained a month for work, Mr. Fairchild met with an accident which prevented further progress for the season. In March, 1902, Mr. Fairchild was instructed to continue the work given to him the previous year and in addition to complete the survey of the Hudson's Bay Company's lands at Dunvegan and connect it with the Dominion land surveys. On June 1st, he reported that he hoped to reach the initial point of his survey in two weeks.

L. E. Fontaine, D.L.S., was this season instructed to proceed with the work which was allotted to him a year ago. His instructions were to survey parts of the sixteenth and seventeenth base lines and the intervening block outlines, west of the fourth meridian. He has already completed the north boundary of townships 60 in ranges 1, 2, 3, 4, 5, 6, 7 and 8, and the east outline of townships 61 and 62 in range 9.

Louis Gosselin, D.L.S., was surveying under contract last season in the Beaver Hills, near Edmonton. He subdivided township 49 in range 22, and part of township 50, range 22, west of the fifth meridian.

C. E. Lemoine, D.L.S., is surveying under contract in the district south-east of Prince Albert. He has been instructed to subdivide townships 39 in ranges 17, 18 and 19, and townships 40 in ranges 18 and 19, west of the second meridian.

R. W. Lendrum, D.L.S., was last season working under contract in the Beaver Hills, east of Edmonton. He has subdivided townships 50 in ranges 20 and 21, and part of townships 51 in ranges 20 and 21, west of the fourth meridian. He is again working in this neighbourhood this season, having been awarded a contract for the subdivision of townships 49 and 51, range 22, and townships 48 and 49 in range 23, west of the fourth meridian.

G. J. Lonergan, D.L.S., was working last season in southern Alberta, making scattered surveys to meet the requirements of settlers in that district. He has subdivided portions of townships 5 and 10 in range 1, west of the fifth meridian, of township 1 in ranges 21 and 28, and township 2 in ranges 22 and 30, west of the fourth meridian. He also made a traverse of Milk river in township 2, range 21, and a resurvey of a portion of township 2, range 29, both west of the fourth meridian. This season, he has been instructed to continue his last year's work in southern Alberta. He has already subdivided portions of townships 6, 7 and 8 in range 21, and townships 6 and 7 in range 22, and has run the north and east outlines of townships 5 in ranges 21 and 22, and the east outline of township 5, range 23, all west of the third meridian.

A. McFee, D.L.S., was surveying under contract last season in the country west of Red Deer in northern Alberta. He completed the subdivision of township 38, range 3, townships 39 in ranges 2, 3, 4 and 5, and township 40 in range 5, all west of the fifth meridian. This year, he has again been awarded a contract in the same district. It includes townships 33, 34 and 35 in range 3, and townships 36, 37 and 38 in range 4, west of the fifth meridian.

Hugh McGrandle, D.L.S., was last year awarded a contract for the subdivision of a number of townships in northern Alberta, south of Pigeon lake. He completed the subdivision of township 45, range 28, and a portion of township 46, range 28, and made a resurvey of the boundaries of township 45, range 28, all west of the fourth meridian, also the subdivision of townships 45 and 46 in range 1, townships 43, 44 and 45 in range 2, and a resurvey of the north boundary of township 44, range 2, and the east boundary of township 46, range 1, west of the fifth meridian. He is again working under contract in the same district this season. He is to subdivide townships 47, 48 and 49 in range 1, and township 49 in range 2, west of the fifth meridian, also township 49, range 28, west of the fourth meridian.

J. J. McKenna, D.L.S., was last year working under contract in Red Deer district, central Alberta, west of the fourth meridian. He completed the subdivision of township 37 in ranges 19 and 20, and township 38 in ranges 20 and 21. He also made a resurvey in townships 40, ranges 21 and 22, in order to determine and correct a reported error in the position of the post marking the north-east corner of section 12, township 40, range 22. This year, he has been awarded a contract in the district south of Prince Albert for the subdivision of townships 40 in ranges 25, 26, 27 and 28, and township 41, range 26, all west of the second meridian.

J. K. McLean, D.L.S., was working until November, last season, in the Edmonton district. He completed the survey of the north outlines of townships 60 in ranges 23, 24, 25, 26 and 27, and township 59, range 25, also the east outlines of townships 59 in ranges 24, 25, 26 and 27, townships 60, ranges 23, 24, 25, 26 and 27, and townships 61 and 62 in range 24, all being west of the fourth meridian. He also surveyed the north outlines of townships 56, ranges 3 and 4, and the east outlines of townships 57, ranges 2 and 3, and a portion of township 56, range 4, west of the fifth meridian. He also made a resurvey of part of the fifth meridian through township 60 and subdivided townships 58, ranges 24, 25 and 26, and a portion of townships 60 in ranges 26 and 27, west of the fourth meridian. This season he is to work in the same district, having been instructed to run a number of meridian outlines north of the fifteenth base, also some near St. Ann settlement, west of Edmonton, and a few lines west of Pigeon lake, all this work being west of the fifth meridian.

Jno. Molloy, D.L.S., was engaged last season on subdivision work in western Alberta, under contract. He completed the survey of townships 40, 41, 42, 43 and 44 in range 3, and township 40 in range 4, west of the fifth meridian. This year, he has been awarded a contract for the subdivision of a number of townships south of Prince Albert. His work includes townships 39 in ranges 23 and 24, and townships 40 in ranges 22, 23 and 24, west of the second meridian.

E. J. Rainboth, D.L.S., was last season working under contract in southern Alberta, south of Medicine Hat, and in the Cypress Hills. He completed the subdivision of townships 6 in ranges 25, 26 and 30, townships 7 in ranges 23, 24, 28 and 30, and township 8, range 22, all west of the third meridian, also townships 5 in ranges 14, 15 and 16, townships 6 in ranges 1, 2, 3, 4 and 5, and townships 7 in ranges 3, 4, 5, 6 and 7, west of the fourth meridian. He also made a renewal survey of the east outline of township 5, range 14, west of the fourth meridian.

This season, Mr. Rainboth has a contract for a number of townships near the international boundary in southern Alberta and Assiniboia. His instructions include townships 1 in ranges 6, 12 and 13, and townships 2 in ranges 6, 7, 8, 9, 10, 11, 12, 13 and 14, west of the fourth meridian.

F. J. Robinson, D.L.S., made a few surveys last season in the vicinity of the Milk river, in southern Alberta. He ran the north outline of section 10 and part of the east outline of section 9 in township 5, range 1, west of the fifth meridian, and also located the corners of the legal subdivisions in the north-west quarter of section 10 in the same township.

G. P. Roy, D.L.S., was last year awarded a subdivision contract in Alberta, west of the fourth meridian. He completed the subdivision of townships 35 and 36 in

ranges 19 and 20, and township 36, range 21. This year, he is again working under contract in Alberta, west of Red Deer. He is to subdivide townships 41, 42 and 43 in range 4, and township 41, range 5, west of the fifth meridian.

J. B. Saint-Cyr, D.L.S., was last season awarded a subdivision contract in the district north of Edmonton. He completed the survey of townships 59 and 60 in ranges 24, 25 and 26, west of the fourth meridian. This year he is again working under contract in the same district. He is to subdivide townships 54 and 57 in range 1, and townships 53 and 57, range 2, west of the fifth meridian.

A. C. Talbot, D.L.S., was last season sent to the settlements about Lesser Slave lake to make various surveys which were required by the settlers in that neighbourhood. He subdivided the settlement at the north-west end of the lake into lots, more or less irregular in size. His work covered the south part of Lesser Slave lake settlement, Heart river and Salt Prairie settlements, and Big Prairie settlement. He also made a survey of lot 21, group 1, Athabaska district, which is situated at the junction of the Lesser Slave and Moose rivers. In January of this year, he was instructed to proceed with the survey of outlines in the Pasquia Hills district, which had been carried on during the first half of the season by Mr. Belleau. In this neighbourhood he completed the survey of the east outlines of townships 45 in ranges 10, 11 and 13, and township 46, range 13, also the twelfth base across ranges 9, 10 and 11 all west of the second meridian.

C. E. Towle, D.L.S., was working under contract last season on Red Deer river east of Innisfail, in Alberta. He completed the subdivision of townships 32 and 33 in range 24, and townships 33 and 34 in range 23, all west of the fourth meridian.

J. N. Wallace, D.L.S., was last season engaged in the survey of township outlines in the Finlanders' reserve adjoining the fifth meridian. He has completed the east outlines of townships 37, 38, 39 and 40 in ranges 7 and 8, townships 37, 38 and 39 in range 6, townships 35, 36, 37, 38, 41, 42, 55 and 56 in range 5, and townships 34, 35, 55 and 56 in range 4, also the tenth base line across ranges 4, 5, 6 and 7 and the fifteenth base across range 4, all being west of the fifth meridian. West of the fourth meridian he surveyed the east boundary of townships 59 and 60, range 22, and townships 61 and 62 in range 23, also the sixteenth base across ranges 21 and 22. This season he has been instructed to run certain township outlines, west of the fifth meridian, and northwest of Calgary. He is also to make a correction survey of a portion of the eleventh correction line, west of the fourth meridian, near Ponoka. He left for this neighbourhood about the middle of July.

James Warren, D.L.S., has been awarded a contract for the subdivision of a number of townships north of the Quill lakes. His work includes townships 37 in ranges 16, 17 and 18, and townships 38 in ranges 17 and 18, west of the second meridian.

Jos. E. Woods, D.L.S., organized a party at Pincher Creek, Alta., in August of last year and was engaged until midwinter in making required surveys in the Crow's Nest district.

He subdivided portions of township 6 in range 2, and of townships 7 and 8 in ranges 3 and 4. He also surveyed a quarry lot in the north-west quarter of section 36, township 7, range 4; all of this work being west of the fifth meridian.

He afterwards subdivided into town lots a portion of the North-west Mounted Police reserve at Pincher Creek.

BRITISH COLUMBIA.

Jos. E. Ross, D.L.S., was engaged during the last half of the season of 1901 in making surveys in the Kamloops district of the railway belt in British Columbia. He defined the boundary of the railway belt above Golden from the Columbia river to the quarter section post on the south boundary of section 12, township 23, range 20, west of the fifth meridian. In addition he subdivided townships 21, range 14; 23, 24, 25, 26 and 27, range 2, and 22, range 8, all west of the sixth meridian; townships 23, ranges

18, 19 and 20; and 27, ranges 20 and 21, west of the fifth meridian; also portions of townships 23, ranges 8, 9, 10 and 11, and 22, range 11 all west of the sixth meridian. He also resurveyed the west boundary of lot 474, group 1, Kamloops division and the east and west boundaries of Synam-Am Indian reserve. The south-east quarter of township 22, range 8, and the north-west quarter of township 23, range 2, both west of the sixth meridian were surveyed and on his return to Kamloops he surveyed a provincial lot near Sicamous. Mr. Ross closed operations for the season on the fifth of November. This season he began early in March, the subdivision of parts of townships 18 and 19, ranges 15 and 16, west of the sixth meridian. He next proceeded with the survey of the Shuswap lake to the limit of the belt. Mr. Ross will also make a number of surveys this season in response to requests from settlers. He reports that the season has been a good one for surveying.

A. W. Johnson, D.L.S., is employed this season on surveys in the New Westminster district, British Columbia. He has been instructed to make the necessary surveys in townships 15, ranges 26 and 27; 3 and 5, range 28; 4, ranges 29 and 30; 5, ranges 25, 26 and 27; 15, range 25; 1 and 4, range 28, and 3 and 4, range 30, all west of the sixth meridian; also township 40, east of the coast meridian. He has completed the work in townships 3, range 28, and 5, range 27, west of the sixth meridian. He has made a traverse of the Pitt river from the north boundary of section 15 to the north boundary of section 36 in township 40, east of the coast meridian. He has also surveyed the land on Slesse creek near the international boundary, in townships 1, ranges 27 and 28, west of the sixth meridian.

W. J. Deans, D.L.S., was engaged during 1901 in the railway belt, British Columbia. He first surveyed sections 31, 32 and 33 in township 12, east of the coast meridian. From there he went to North Bend and after much difficulty, caused by the destruction of the original reference points he succeeded in renewing the Canadian Pacific traverse from North Bend to Lytton. He also fixed the positions of all Indian reserves and lots connected with the traverse. The necessary surveys in townships 11, 12, 13 and 14, ranges 26 and 27, and in township 5, range 26, west of the sixth meridian were made, but owing to the lateness of the season Mr. Deans was unable to go to Slesse creek to subdivide the land near the international boundary. He closed operations on November 5th.

A. O. Wheeler, D.L.S., received instructions early last season to make a survey of the country in the neighbourhood of the Selkirk mountains of British Columbia.

This work was undertaken in order that a description and map might be prepared of this portion of the country which is much visited during the summer months by tourists and mountain climbers.

Mr. Wheeler was in the field continuously from June 9 to October 15, 1901.

He reports that he has made a topographical survey of the portion of the Selkirk mountains adjacent to the line of the Canadian Pacific Railway. The ground has been covered between Beavermouth and Revelstoke, and a connection made with J. J. McArthur's topographical survey down the Columbia valley and Arrow lakes thus forming a continuous survey for some miles on either side of the railway and river and forming a base from which the work can be expanded in any required direction.

BOUNDARY SURVEYS.

A. Saint-Cyr, D.L.S., was instructed last season to continue the survey of the boundary line between the province of British Columbia and the Yukon Territory. He began operations at astronomical station H, on the eastern shore of Lake Bennett and first ran the line to station J, on the west shore of Lake Partridge, a distance of twelve miles. This part of the country is exceedingly mountainous, with many glaciers intervening. There is some good timber mostly spruce, pine and balsam; a saw-mill is in operation at Millhaven. The second course run was from Lake Partridge to Primrose river about thirteen miles and a quarter. This portion is even more rocky and

dangerous to work in than the first. Most of the timber has been overrun by fire. From Primrose river the line was continued to the Takhini river, about eight miles. Heavy snow storms were encountered, while running this portion of the line. One hundred and ten photographs were taken of the country traversed and were used to show the topography of the country.

YUKON TERRITORY.

The returns of survey of 116 lots in the Yukon Territory have been received and confirmed during the year; a list of the lots is given in appendix.

OFFICE WORK.

The quarters formerly occupied by this branch over the Bank of Ottawa were vacated in June and July, 1901; the new quarters are at the corner of Metcalfe and Slater streets. The furniture and fittings for the new offices were not received until May, 1902; during the interval, the office work, which again shows a large increase mostly due to the greater number of survey parties sent out, fell into arrears.

The correspondence consisted of: —

Letters received	4,149
Letters sent	4,451
Number of accounts	561
Amount	$333,486.49
Cheques forwarded	1,481

The following is a synopsis of the work of the draughting office:—

Plans and field notes of subdivision surveys examined	120
Plans and field notes of outline surveys examined	54
Plans and field notes of mineral claims examined	69
Plans and field notes of correction and other miscellaneous surveys examined	100
Township plans complete for printing	225
Proofs of plans examined	255
Declarations of settlers received	147
Miscellaneous plans, tracings, &c., made	1,437
Progress sketches received	406

The maps of groups of lots in the Yukon Territory commenced two years ago for office purposes have been extended and the surveyed lots in each group added to the maps as the surveys were approved.

The sectional maps on a scale of two miles to an inch have been kept up to date as new surveys were completed and reissues of these are being published as fast as possible.

The following new sheets have been published, Donald, Milk river, Humboldt and Pasquia sheet is now in course of being printed.

Another map showing the 60th parallel of latitude from Lake Bennett to Takhini river is being published on a scale of 100 chains to an inch to accompany the report of Mr. Arthur Saint-Cyr on the boundary line between British Columbia and the Yukon Territory.

About 700 files of papers were received and dealt with referring to a great variety of subjects, areas and descriptions of parcels of land, applications for new surveys and for remarking of old surveys, questions as to the marking of corners, &c.

PHOTOGRAPHIC OFFICE.

Some progress was made in fitting up the new quarters of the photographer, but they will not be quite ready until the end of 1902. The dark rooms were completed in May, 1902, and the copying camera set up a little later. The copying board, four and a half by six feet, is lighted by four arc lamps of 5,000 candles each: that is a great improvement over day light formerly used. The copying camera is waiting for a condenser which is now being made: it is expected to be ready for work by the end of 1902.

LITHOGRAPHIC OFFICE.

The quarters formerly occupied were vacated in June, 1901, and the new quarters were not fitted up until May, 1902. During the interval, the work was carried on at a considerable disadvantage and fell much behind.

A power press for stones 27 x 36½ was procured and set up: it is operated by an electric motor. A further stock of stones was ordered and has been received; they are now being ground flat and put in shape for use. With these improvements, it is hoped that the arrears of work may be overtaken. A schedule of work done during the year is appended.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The Board of Examiners held its regular meeting, commencing on February 10, 1902, and also special meetings on March 10 and May 9. The special meetings were held to pass upon the papers of candidates who wrote at Toronto, Kingston, Regina and Calgary.

The following candidates passed examinations before the board:—

Preliminary Examination.

P. A. Carson, Ottawa, Ont.
W. M. Tobey, Ottawa, Ont.
C. Engler, Ottawa, Ont.
H. K. Moberly, Innisfail, Alta.
J. H. Alexander, Brampton, Ont.
J. E. Davison, Toronto, Ont.
J. A. Johnston, Pefferlaw, Ont.
C. Harvey, Indian Head, Assa.
N. J. Ogilvie, Aylmer, Que.
J. G. McIntosh, Regina, Assa.
M. P. Bridgland, Township of York, Ont.
T. S. Nash, Morrisburg, Ont.
H. H. Moore, Township of York, Ont.
W. F. Ratz, Elmira, Ont.
J. M. Empey, Thamesford, Ont.
A. L. MacLennan, Toronto, Ont.
W. Christie, Chesley, Ont.
I. J. Steele, Toronto, Ont.
R. H. Knight, Bruce Mines, Ont.
G. A. Grover, Kingston, Ont.
D. S. Noble, Clarkson, Ont.
A. J. McNab, Douglas, Ont.
J. D. McLennan, Port Hope, Ont.
S. S. McDiarmid, Woodstock, Ont.
J. N. Stanley, Port Colborne, Ont.
E. Sutherland, Belleville, Ont.

Final Examination for Dominion Land Surveyor.

T. Shanks, Ottawa, Ont.
G. H. Watt, Ottawa, Ont.
J. D. Craig, Ottawa, Ont.
P. W. Currie, Ottawa, Ont.
E. H. Phillips, Minden, Ont.
F. A. Wilkin, Rossland, B.C.
R. J. Gordon, Stirling, Alta.
A. W. Johnson, Kamloops, B.C.
A. E. Farncomb, Regina, Assa.

Twenty-three of the above candidates passed in the limited preliminary examination arranged for those having university or college degrees in science.

Eight commissions were issued during the year to those candidates who had been found duly qualified to perform the duties of a Dominion Land Surveyor.

Every Dominion land surveyor is required by clause 115 of the Dominion Lands Act to enter into a bond with two sureties, each in the sum of one thousand dollars for the faithful performance of his office. Since June 30, 1901, ten bonds were received by the secretary of the board.

Under clause 125 of the Act, every Dominion land surveyor must be provided with a standard of length tested and stamped as correct by the Department of Inland Revenue. Six of these standards were issued during the twelve months. A list is appended of the surveyors who have been supplied with standard measures, and who are, therefore, legally qualified to survey Dominion lands.

The secretary of the Land Surveyors' Licensing Board of Australasia transmitted a copy of the rules governing the examination and licensing of surveyors, and a set of examination papers: and in return, he was given some information regarding surveys as undertaken by this department, and copies were sent him of the Manual of survey, the rules and programme of subjects of examination of this board, &c.

The correspondence of the board amounted to:—

Letters received	342
Letters sent	404

APPENDICES.

The following documents are appended:—

Schedule of Dominion land surveyors employed.
List of lots in the Yukon Territory, &c.
Statement of work performed in the survey records office.
Schedule of work executed in the photographic office.
Schedule of work executed in the lithographic office.
List of Dominion land surveyors who have been supplied with standard measures.
Report of the Chief Inspector of Surveys.

Reports of Messrs. C. F. Aylsworth, J. A. Côté, R. Bourne, James Dickson, C. C. DuBerger, G. J. Lonergan, John J. Dalton, J. A. Belleau, A. C. Talbot, P. R. A. Bélanger, J. K. McLean, J. N. Wallace, J. C. Desmeules, C. C. Fairchild, Jos. E. Ross, W. J. Deans, Arthur Saint-Cyr and A. O. Wheeler, Dominion land surveyors, on surveys made in 1901.

Examination papers of the Board of Examiners for Dominion land surveyors.

I have the honour to be, sir,
Your obedient servant,

E. DEVILLE,
Surveyor General.

SESSIONAL PAPER No. 25

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work executed by them, from June 30, 1901, to June 30, 1902.

Surveyor.	Address.	Description of Work.
Abrey, G. B.	Toronto Junction, Ont.	Contract No. 19 of 1902, in Prince Albert district. No return.
Aylsworth, C. F	Madoc, Ont.	Subdivision of the south half of the north-east quarter of section 11 in township 13, range 6, being the village of Tyndall, east of the principal meridian. Resurvey of township 12, range 7; township 13, range 8; part of township 13, range 7, and west boundary of township 11, range 7; also certain lines in township 13, range 6, for the Tyndall survey; all east of the principal meridian. Resurvey of part of township 16, ranges 1 and 2, township 15, range 3 and township 17, range 2; all west of the principal meridian.
Beatty, D.	Parry Sound, Ont.	Contract No. 7 of 1902, north of Quill lakes. No returns.
Belanger, P.R.A.	Ottawa, Ont.	Survey of the north boundary of township 48, ranges 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and the west portion of the north boundary of township 48, range 4. The east boundary of townships 45, 46, 47, 48, range 9; of townships 41, 42 and 43, range 8; of townships 41 and 42, range 7, and of townships 47 and 48, range 5; all west of the second meridian. Resurvey of townships 19, 20 and 21, range 4 and township 19, range 5; west of the second meridian.
Bell-au, J. A.	Ottawa, Ont	Survey of the east boundary of townships 45, 46, 47 and 48, ranges 14, 15 and 16; also of townships 47 and 48, ranges 17, 18 and 19; all west of the second meridian.
Bourgeault, A.	St. Jean, Port Joli, Q.	Contract No. 2 in 1901 and contract No. 3 in 1902. Survey of the north and south boundaries of township 35, ranges 11, 12, 13 and 14; west of the second meridian. Subdivision of townships 35 and 36, ranges 11, 12 and 13; township 35 and east half of township 36, range 14; also north part of township 34, range 13 and township 35, range 15; all west of the second meridian.
Bourget, C. A.	St. Adelaide de Pabos, Q	Survey of the south boundary of township 1, ranges 8, 9, 10, 11, 12, 13 and 14, also the east boundary of townships 1, 2, 3 and 4, ranges 9 and 14, townships 3 and 4, range 15, and township 4, range 8; all west of the fourth meridian. Subdivision into town lots of part of the North-west Mounted Police Reserve at Pincher Creek, being part of the south-west quarter of section 23, township 6, range 30; west of the fourth meridian.
Bourne, R.	Winnipeg, Man.	Survey of the principal meridian along townships 21, 22, 23 and 24; also the east boundary of townships 20, 23, 24, range 1, and north boundary of townships 22 and 24, range 1. Subdivision of township 19, range 2, east of the principal meridian. Resurvey of the north boundary of township 20, ranges 3 and 4; east of the principal meridian and also the principal meridian along township 20 and part of township 19.
Bray, E.	Oakville, Ont.	Survey of outlines in Prince Albert District in 1902. No returns.
Coté, J. A	Quebec, Que.	Survey of the north boundary of townships 1 and 2, ranges 9 and 10; the east boundary of townships 1 and 2, range 9 and townships 3 and 4, range 12; all east of the principal meridian. Part subdivision of township 4, ranges 9, 10 and 11; township 3, ranges 10 and 11; and township 1, ranges 8 and 13; all east of the principal meridian. Also survey of the east and north boundaries of township 2, range 8; east of the principal meridian. Resurvey of the north boundary of township 4, range 9, east of the principal meridian.
Dalton, J. J.	Milton, West, Ont.	Subdivision of townships 31 and 32, range 31; also township 32, range 30; all west of the principal meridian. Resurvey of part of townships 24, 25 and 31, ranges 1 and 2; township 23, range 3; townships 23, 24 and 25, range 4; township 25, range 5, and townships 29 and 30, range 6; all west of the second meridian. Traverse of the Assiniboine river, township 32, ranges 1 and 2, west of the second meridian.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work executed by them, from June 30, 1901, to June 30, 1902—*Continued.*

Surveyor.	Address.	Description of Work.
Deans, W. J	Brandon, Man	Part subdivision of townships 13 and 14, range 27, and townships 11 and 12, range 26; all west of the sixth meridian. Resurvey of township 12, east of the coast meridian, and township 13, range 26, west of the sixth meridian. Renewal of the C. P. Ry. traverse from station 546 to station 712. Also contract No. 20 of 1902, in Prince Albert District.
Desmeules, J. C	Murray Bay, Que	Part subdivision of townships 53 and 54, range 1, west of the fifth meridian.
Dickson, Jas	Fenelon Falls, Ont	Survey of the east boundary of townships 43, 44, 45 and 46, ranges 4 and 5; townships 43 and 44, ranges 6 and 7; townships 44, 45 and 46, ranges 8 and 8; all west of the second meridian. Also contract No. 10 of 1902, in Prince Albert District.
Duberger, C. C	Waterloo, Que	Survey of the east boundary of township 43, range 14, and the south portion of the east boundary of township 44, range 14; all west of the second meridian. Also contract No. 11 of 1902, in Northern Alberta.
Ducker, W. A	Winnipeg, Man	Survey of the east boundary of township 6, range 9, east of the principal meridian. Part subdivision of township 5, ranges 9 and 10; township 6, range 10; township 3, ranges 9, 10, 11 and 12; also township 2, range 13; all east of the principal meridian.
Dumais, P. T. C	Dawson, Y. T	Contract No. 1 of 1902, near Yorkton, Assa.
Fairchild, C. C	Brantford, Ont	Part subdivision of township 80, ranges 25 and 26, and township 79, range 25; all west of the fifth meridian.
Fontaine, L. E	Lévis, Que	Survey of the north boundary of township 60, ranges 1, 2, 3, 4, 5, 6, 7 and 8. The east boundary of townships 61 and 62, range 9; all west of the fourth meridian.
Gosselin, L	Quebec, Que	Subdivision under contract No. 6 of 1901, of township 49, range 22, and part subdivision of township 50, range 22, west of the fourth meridian.
Johnson, Alfred W	Kamloops, B. C	Part subdivision of township 3, range 28, and township 5, range 27, west of the sixth meridian; also township 40, east of the coast meridian.
Lemoine, E	Quebec, Que	Contract No. 6 of 1902, in Prince Albert District. No returns.
Lendrum, R. W	Strathcona, Alta	Contract No. 5 of 1901, and contract No. 13 of 1902, in Northern Alberta. Subdivision of township 50, ranges 20 and 21. Part subdivision of township 51, ranges 20 and 21; all west of the fourth meridian.
Lonergan, G. J	Buckingham, Que	Part subdivision of townships 7 and 8, range 21, west of the third meridian; townships 5 and 10, range 1, west of the fifth meridian; township 1, ranges 21 and 28, township 2, ranges 22 and 30, all west of the fourth meridian. Traverse of Milk river, township 2, range 21, west of the fourth meridian. Resurvey of certain lines in township 2, range 29, west of the fourth meridian.
Martin, A. F	Winnipeg Man	Survey of colonization road from the north boundary of sec. 20, township 16, range 2, east of the principal meridian to the east boundary of sec. 2, township 18, range 1; west of the principal meridian. Resurvey of townships 17, 18, 19 and 20, range 1, townships 19 and 20, range 2, township 20, range 10, part of township 18, range 2, all west of the principal meridian; also part of township 16, range 2, east of the principal meridian.
Molloy, J	Rosser, Man	Sub-division under contract No. 9 of 1901 of townships 40, 41, 42, 43 and 44, range 3, and township 40, range 4, all west of the fifth meridian. Resurvey of the north boundary of township 40, ranges 3 and 4, west of the fifth meridian. Also contract No. 8 of 1902 in Prince Albert district. No returns.
McFee, A	Innisfail, Alta	Contract No. 10 of 1901 and contract No. 16 of 1902 in northern Alberta. Subdivision of township 39, ranges 2, 3, 4 and 5, township 38, range 3, township 40, range 5, and partial subdivision of township 38, range 2, all west of the fifth meridian. Resurvey of the east boundary of township 38, range 3, west of the fifth meridian.

SESSIONAL PAPER No. 25

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work executed by them, from June 30, 1901, to June 30, 1902—*Continued.*

Surveyor.	Address.	Description of Work.
McGrandle, H.	Huntsville, Ont.....	Contract No. 8 of 1901 and contract No. 14 of 1902 in northern Alberta. Subdivision of township 45, range 28, west of the fourth meridian; townships 45 and 46, range 1, townships 43, 44 and 45, range 2, all west of the fifth meridian; also part subdivision of township 46, range 28, west of the fourth meridian. Resurvey of the boundaries of township 45, range 28, west of the fourth meridian; also the north boundary of township 44, range 2, and the east boundary of township 46, range 1, all west of the fifth meridian.
McKenna, J. J.....	Dublin, Ont.....	Subdivision under contract No. 11 of 1901, of township 37, ranges 19 and 20; township 38, ranges 20 and 21; all west of the fourth meridian. Resurvey of part of township 40, ranges 21 and 22, west of the fourth meridian. Also contract No. 9 of 1902 in Prince Albert district.
McLean, J. K.. .	Elora, Ont.....	Survey of the north boundary of township 60, ranges 23, 24, 25, 26 and 27; township 59, range 25; all west of the fourth meridian; also township 56, ranges 3 and 4 west of the fifth meridian. The east boundary of township 59, ranges 24, 25, 26 and 27, township 60, ranges 23, 24, 25, 26 and 27, townships 61 and 62, range 24 west of the fourth meridian and part of east boundary of township 56, range 4, and township 57, ranges 2 and 3, west of the fifth meridian. Resurvey of part of the fifth meridian, township 60. Subdivision of township 58, ranges 24, 25 and 26, and part subdivision of township 60, ranges 26 and 27 west of the fourth meridian.
Proudfoot, H. B....	Toronto, Ont..... .	Contract No. 1 of 1901 and contract No. 2 of 1902. Subdivision of townships 19, 20, 21 and 22, range 1, townships 20, 21, 22 and 23, range 2, east of the principal meridian. Traverse of the Icelandic river and road, township 22, range 2, east of the principal meridian.
Rainboth, E. J.....	Aylmer, Que.....	Contract No. 14 of 1901 and contract No. 21 of 1902 in southern Alberta. Subdivision of township 5, ranges 14, 15 and 16; township 6, ranges 1, 2, 3, 4 and 5; township 7, ranges 3, 4, 5 and 6; township 8, ranges 6 and 7; all west of the fourth meridian; also township 6, ranges 25, 26 and 30; township 7, ranges 23, 24, 28 and 30, township 8, range 22, all west of the third meridian.
Robinson, F. J.....	Macleod, Alta.....	Survey of the north boundary of sec. 10, township 5, range 1, and the north half of the east boundary of sec. 9, township 5, range 1 and legal subdivision of the north west quarter of sec. 10, township 5, range 1, all west of the fifth meridian.
Ross, J. E	New Westminster, B.C	Subdivision of township 21, range 14, townships 23, 24, 25, 26 and 27, range 2; township 22, range 8; all west of the sixth meridian. Also, township 23, ranges 18, 19 and 20; township 27, ranges 21 and 22, west of the fifth meridian. Part subdivision of townships 18 and 19, ranges 15 and 16; township 23, ranges 8, 9, 10 and 11; township 22, range 11; all west of the sixth meridian. Resurvey of the west boundary of lot 474, group 1, Kamloops division; south-east quarter of township 22, range 8 and north-west quarter of township 23, range 2; also, east and west boundaries of Synam-Am Indian reserve, township 24, range 13, all west of the sixth meridian.
Roy, Geo. P.....	Quebec, Que.....	Subdivision under contract No. 12 of 1901, of townships 35 and 36, ranges 19 and 20; also, township 36, range 21; all west of the fourth meridian. Also, contract No. 15 of 1902 in Northern Alberta. No returns.
Saint-Cyr, J. B....	St. Anne de la Pérade, Que.	Subdivision under contract No. 4 of 1901 of townships 59 and 60, ranges 24, 25 and 26, west of the fourth meridian. Also, contract No. 12 of 1902 in the same locality. No returns.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work done by them, from June 30, 1901, to June 30, 1902—*Concluded.*

Surveyor.	Address.	Description of Work.
Saint-Cyr, A.	Ottawa, Ont.	Survey of the boundary between British Columbia and Yukon Territory from Lake Bennett to Takhini river. Survey of part of town plot of Gimli, Manitoba.
Sirois, E.		Assistant to J. C. Desmeules.
Talbot, A. C.	Ottawa, Ont.	Survey of the south part of Lesser Slave Lake settlement, N. W. T., survey of Heart River and Salt Prairie and Big Prairie settlements, Lesser Slave Lake, N. W. T.; survey of lot 21, group 1, Athabaska district. Survey of the east boundary of township 45, ranges 10, 11 and 13; and township 46, range 13. North boundary of township 44, ranges 9, 10 and 11, all west of the second meridian.
Towle, C. E.	Waterloo, Que.	Subdivision under contract No. 13 of 1901, of townships 32 and 33, range 24, and townships 33 and 34, range 23: all west of the fourth meridian.
Vincent, F.		Assistant to J. K. McLean.
Wallace, J. N.	Calgary, Alta.	Survey of the east boundary of townships 37, 38, 39 and 40, ranges 7 and 8; townships 37, 38 and 39, range 6; townships 35, 36, 37, 38, 41, 42, 55 and 56, range 5; and townships 34, 35, 55 and 56, range 4, all west of the fifth meridian. Also, east boundary of townships 59 and 60, range 22; townships 61 and 62, range 23; all west of the fourth meridian. Also north boundary of township 36, ranges 4, 5, 6 and 7; township 56, range 4, all west of the fifth meridian, and township 60, ranges 21 and 22, west of the fourth meridian.
Warren, Jas.	Walkerton, Ont.	Contract No. 5 of 1902 north of Quill lakes. No returns.
Wheeler, A. O.	Calgary, Alta.	Topographical survey of the Selkirk mountains.
Woods, J. E.	Frank, Alta.	Part subdivision of township 6, range 2; townships 7 and 8, ranges 3 and 4. All west of the fifth meridian. Survey of the N. W. M. P. reserve at Pincher Creek. Survey of Quarry lot, north-west quarter of section 36, township 7, range 4, west of the fifth meridian.

SESSIONAL PAPER No. 25

APPENDIX NO. 2 TO THE REPORT OF THE SURVEYOR GENERAL.

List of lots in the Yukon Territory of which surveys have been confirmed during the year ending June 30, 1902.

Group No. 1, Yukon Territory.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
24	38 30	R. Rinfret	1901	Jan. 13, '02	T. C. Healy	
28	18·00	"	1901	Feb. 10, '02	N. A. T. & T. Co	
29	7·20	"	1901	"	"	
30	40·00	"	1902	June 10, '02	W. Thibaudeau	

Group No. 2, Yukon Territory.

9		C. S. W. Barwell	1899	July 30, '01		Part subdivision of lot.
9		C. W. MacPherson	1901	Dec. 23, '01		Part subdivision of lot.
35	67 57	A. J. McPherson	1902	Mar. 4, '02	Moosehide Indian reserve	Subdivision of block A.
56		C. S. W. Barwell	1900	May 2, '02	R. M. Lindsay	
58	50 81	"	1900	June 10, '02	Dominion & Hunker Jn.	
69	33 33	"	1900	" 10, '02	Dominion & Hunker Central	
70	51·65	"	1900	" 10, '02	Great Dome	
71	51 19	"	1900	" 10, '02	North Dome	
72	51·39	"	1900	" 10, '02	Dome Extended	
73	51·65	"	1900	" 10, '02	St. Paul	
74	51·65	"	1900	" 10, '02	South Dome	
75	51·65	"	1900	" 10, '02	Skookum	
76	44·56	T. D. Green	1900	Sept. 25, '01	Peter Farrell	
81	36·771	A. Fawcett	1901	July 2, '01	W. J. Nolan	
92	20·00	R. Rinfret	1901	" 30, '01	John A. Morgan	
93	10·00	"	1901	" 30, '01	"	
94	80·00	"	1901	" 30, '01	Messrs. Perry & Vandall	
95	47 52	"	1901	Jan. 27, '02	C. A. Chisholm	
96	5·51	Adam Fawcett	1901	July 24, '01	Wm. H. Daily	
97	4 80	R. Rinfret	1901	Sept. 25, '01	Andrew Clark	
98	38·70	"	1901	" 25, '01	Frank L. Thomas	
101	25 00	J. L. Coté	1901	Oct. 14, '01	J. P. Whitehouse	
102	10·00	P. T. C. Dumais	1901	" 14, '01	M. Anstett	
103	11·76	G. Edwards	1901	Sept. 5, '01	B. Magoffin	
104	41·72	"	1901	" 5, '01	P. Bernstein & B. Magoffin	
105	47 18	"	1901	" 5, '01	B. Magoffin	
106	42 02	"	1901	" 5, '01	B. Magoffin & Clark	
117	14 93	R. Rinfret	1901	" 5, '01	Messrs. Perry & Vandall	
118	80 00	"	1901	" 25, '01	Frank Vandall	
119	51·65	R. W. Cautley	1901	Feb. 11, '02	Wilson Foster	
120	20·00	G. White-Fraser	1901	Nov. 4, '01	Fritz Geissman	
121	5·00	"	1901	" 4, '01	Fritz-Geissman	
121	35·80	Adam Fawcett	1901	Oct. 15, '01	H. E. Bowcher	
125	34 29	"	1901	" 15, '01	C. G. Fannie	
126	51·65	R. J. Jephson	1902	June 20, '02	Margaret J. Mitchell	
127	40·00	G. White-Fraser	1901	Dec. 23, '01	Owen W. Hobbs, transferred to J. A. Chute	
128	40·00	G. White-Fraser	1901	Dec. 23, '01	Owen W. Hobbs	Transf'd to J. A. Chute.
129	40·00	"	1901	" 23, '01	Owen W. Hobbs	" "
130	20·00	R. Rinfret	1901	Oct. 25, '01	Messrs. Vandall & Perry	
132	51·08	Adam Fawcett	1901	Nov. 4, '01	John Cameron	
133	51·65	R. Rinfret	1901	Dec. 23, '01	Lars Netland	
134	80·00	R. W. Cautley	1901	Oct. 25, '01	J. A. Rouse & Co	
135	41·75	"	1901	" 25, '01	"	
136	80 00	"	1901	" 25, '01	"	
137	20 00	A. Fawcett	1901	Feb. 11, '02	John Horne	
138	28·00	R. Rinfret	1901	" 26, '02	Isaac Lusk	
140	76·00	"	1901	" 26, '02	"	
141	10·45	J. L. Coté	1901	May 4, '02	Helene Garbrath	
142	42 00	"	1902	" 24, '02	Andrew Young	
143	50 19	"	1902	June 10, '02	Wilson & Foster	
144	4·45	"	1902	" 10, '02	Wm. Preido	
145	5·89	"	1902	" 10, '02	"	

APPENDIX NO. 2 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

List of lots in the Yukon Territory, &c.—*Con.*

Group No. 2, Yukon Territory—Con.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
146	51·65	Geo. Edwards	1901	Jan. 7, '02	W. Williams	
147	51·65	"	1901	" 7, '02	Ida P. Ritter	
148	51·65	"	1901	" 7, '02	W. E. Haddock	
150	40·59	"	1901	" 7, '02	J. Haddock	
151	40·59	"	1901	" 7, '02	F. A. Cleveland	
152	51·65	"	1901	" 7, '02	H. D. Murray & A. B. Swan	
153	41·17	"	1901	" 7, '02	C. N. Williams	
154	42·85	"	1901	" 7, '02	D. Matheson	
155	51·53	"	1901	" 7, '02	A. M. Matheson	
156	10·00	R. Rinfret	1901	" 7, '02	L. J. McCarty	
157	20·00	"	1901	" 7, '02	Hugh McCrorie	
158	37·37	"	1901	Dec. 23, '01	R. E. Miles	
183	44·39	"	1901	Jan. 7, '02	Wright, Gray & Alexander	
184	82·26	"	1901	" 7, '02	Wright, Gray & Alexander	
186	160·00	"	1902	June 19, '02	A. R. Thomas & B. C. Sprague	
187	81·91	J. W. Tyrrell	1901	Jan. 27, '02	Messrs. Chute & Wills	
190	160·00	R. Rinfret	1902	June 19, '02	A. R. Thomas & B. C. Sprague	
192	125·00	"	1902	" 19, '02	B. C. Sprague	

Group No. 3, Yukon Territory.

10	80·00	Geo. Edwards	1901	July 30, '01	James Hagen	
11	80·00	"	1901	" 30, '01	"	
12	80·00	"	1901	" 30, '01	"	
13	77·82	"	1901	" 30, '01	"	
14	80·00	"	1901	Jan. 7, '02	Daniel Monroe	
15	80·00	"	1901	" 7, '02	"	
16	80·00	"	1901	" 7, '02	"	
22	21·21	R. W. Cautley	1901	July 24, '01	Messrs. Begg & Edwards.	Rights transferred to W. R. Hill.
23	18·30	Adam Fawcett	1901	" 24, '01	F. Gauke	

Group No. 4, Yukon Territory.

2		C. W. MacPherson	1900	July 2, '01		Subdivision of Blocks A, B, H, I, O, P, V, W.
5	10·00	"	1900	" 2, '01	C. D. Co	
6	159·98	"	1900	" 2, '01		Indian Reserve.

SESSIONAL PAPER No. 25

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

List of lots in the Yukon Territory, &c.—*Con.*

Group No. 5, Yukon Territory.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
22	40·00	H. G. Dickson	1901	Sept. 5, '01	Whitney & Young	
28	159·98	C. W. MacPherson	1900	July 24, '01	Dominion Government	
29	40·00	"	1900	" 24, '01	N.W. M. P	
30	160·00	H. G. Dickson	1901	" 24, '01	Jas. E. Beatty	
31	160·00	"	1901	" 24, '01	"	
32	160·00	"	1901	" 24, '01	E. Johnston	
33	160·00	"	1901	" 24, '01	Robt. Lowe	
34	160·00	"	1901	" 24, '01	Geo. Armstrong	
35	160·00	"	1901	" 24, '01	W. Armstrong	
36	160·00	"	1901	" 24, '01	"	
37	160·00	"	1901	" 24, '01	T. C. Norris	
38	160·00	"	1901	" 24, '01	"	
44	160·00	"	1901	Feb. 10, '02	Wesley Keith	
45	160·02	"	1901	" 10, '02	"	
46	159·96	"	1901	" 10, '02	David P. Earley	
47	159·92	"	1901	" 10, '02	"	

Group No. 6, Yukon Territory.

9	331·21	R. J. Jephson	1898	Jan. 27, '02	Col. Steele	For N.W. M. P.
10	162·08	"	1898	" 27, '02	"	"

Group No. 8, Yukon Territory.

1	160·10	C. W. MacPherson	1900	Sept. 27, '01		Indian Reserve.
2	160·17	"	1901	" 27, '01		"
8	2·84	"	1900	" 6, '01	James Davis	
12	2·00	P. T. C. Dumais	1901	June 10, '02	E. B. Dycer	

Group No. 10, Yukon Territory.

1	40·00	C. W. MacPherson	1900	July 2, '01		Police Reserve.
2	40·05	"	1900	" 2, '01		"
3	40·00	"	1900	" 2, '01		"
4	159·76	"	1900	" 2, '01	Miller	
5	160·00	P. T. C. Dumais	1901	June 10, '02	E. C. Miller	
6	160·00	"	1901	" 10, '02	"	

Group No. 11, Yukon Territory.

1	40·017	C. W. MacPherson	1900	July 2, '01	N.W. M. P	
2	25·50	"	1900	" 2, '01	"	

APPENDIX No. 3 TO THE REPORT OF THE SURVEYOR GENERAL.

STATEMENT of work performed in the Survey Records Office for the twelve months ending June 30, 1902.

Files received and dealt with	1,444
Letters drafted	3,724
Memorandums, draft memos to council, &c.	240
Plans, tracings, &c., copied or compiled	296
Statutory declarations copied and mailed	260
Plans sent to agents, registrars, &c.	2,471
Pages of field notes copied	528
Prints of plans received and stored	10,748
Original plans received and recorded	696
Original field books received and recorded	202
Letters written to agents, registrars, &c.	481
Registered parcels, &c., mailed	531

FRANK CLAYTON,
Surveyor and Draughtsman in charge of office.

APPENDIX No. 4 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of work executed in the Photographic Office for the twelve months ending June 30, 1902.

For the Department of the Interior—

Dry plates developed	265
Wet plates developed	102
Transfers	63
Bromide prints	564
Black and white prints	507
Silver prints	2,692

For the Department of the Geological Survey—

Dry plates developed	45
Wet plates developed	4
Black and white prints	45
Silver	627

APPENDIX No. 5 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Work executed in the Lithographic Office for the twelve months ending June 30, 1902.

Month.	Maps.		Township Plans.		Forms, &c.	
	Number.	Copies.	Number.	Copies.	Number.	Copies.
1901.						
July			4	213		
August			6	319	1	200
September	1	100	10	510		
October			14	744	2	260
November			6	318	2	424
December			11	584		
1902.						
January			19	1,161	3	705
February	1	400	19	1,426	6	1,600
March	1	400	31	2,325	2	125
April	26	1,871	13	975	1	100
May			30	2,258	2	1,000
June	6	2,062	13	681	4	350
Total	35	4,833	176	11,514	23	4,764

RECAPITULATION.

Number of maps	35	Number of copies	4,833
" township plans	176	" "	11,514
" forms, &c	23	" "	4,764
Grand total	234	Grand total	21,111

APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR GENERAL.

List of Dominion Land Surveyors who have been supplied with Standard Measures.

Name.	Address.	Date of Appointment	Remarks.
Abrey, G. B.	Toronto Jct., Ont.	April 14, '72	
Austin, G. F.	Dewdney, Alta.	April 14, '72	
Aylsworth, C. F.	Madoc, Ont.	May 17, '86	
Barwell, C. S. W.	Dawson, Yukon Territory	Aug. 21, '91	
Bayne, G. A.	Winnipeg, Man.	April 14, '72	
Beatty, D.	Parry Sound, Ont.	April 14, '72	
Belanger, P. R. A.	Ottawa, Ont.	May 17, '80.	Surveys Staff, Department of Interior.
Belleau, J. A.	Ottawa, Ont.	May 15, '83	" " "
Bigger, C. A.	Ottawa, Ont.	Mar. 30, '82	
Bolton, L.	Listowel, Ont.	April 14, '72	
Bourgeault, A.	St. Jean Port Joli, Que.	Mar. 29, '83	
Bourgeault, C. E.	St. Jean Port Joli, Que.	Feb. 21, '88	
Bourget, C. A.	Ste Adelaide de Pabos, Que	May 14, '84	
Bourne, R.	Fort Rouge, Winnipeg, Man	June 17, '75	
Brabazon, A. J.	Ottawa, Ont.	May 12, '82	
Bray, S.	Ottawa, Ont.	Nov. 14, '83	Department of Indian Affairs.
Bray, E.	Oakville, Ont.	April 14, '72	
Brodie, S.	Fort Qu'Appelle, Assa.	April 14, '72	
Brownlee, J. H.	Victoria, B.C.	April 15, '87	
Burke, W.	Minnedosa, Man.	April 14, '72	
Burnet, H.	Victoria, B.C.	June 22, '85	
Burwell, H. M.	Vancouver, B.C.	Feb. 17, '87	
Carroll, C.	Prince Albert, Sask.	April 14, '72	
Cautley, R. W.	Dawson, Yukon Territory	Sept. 2, '96	
Cleveland, E. A.	Vancouver, B.C.	June 27, '99	
Côté, J. A.	Quebec, Que.	May 14, '84	
Côté, J. L.	Dawson, Yukon Territory.	Mar. 21, '90	
Cotton, A. F.	New Westminster, B.C.	May 11, '80	
Dalton, J. J.	Milton, Ont.	April 17, '79	Dominion Topographical Surveyor.
Deans, W. J.	Brandon, Man.	May 13, '86	
Dennis, J. S.	Regina, Assa.	Nov. 19, '77	Dom. Topographical Surveyor, Deputy Commissioner, Public Works, N.W.T.
Denny, H. C.	Calgary, Alta.	April 1, '82	
Desmeules, J. C.	Murray Bay, Que.	April 14, '72	
Dickson, H. G.	Whitehorse, Yukon Terr'y.	Mar. 19, '89	
Dickson, J.	Fenelon Falls, Ont.	April 14, '72	
Doupe, J.	Winnipeg, Man.	April 14, '72	
Doupe, J. L.	Winnipeg, Man.	Oct. 6, '88	Asst. Land Commissioner, C. P. Ry.
Drewry, W. S.	Victoria, B.C.	Nov. 11, '83	
Driscoll, A.	Edmonton, Alta.	Feb. 23, '87	
DuBerger, C. C.	Waterloo, Que.	Nov. 17, '81	
Ducker, W. A.	Winnipeg, Man.	Mar. 30, '83	Swamp Lands Commissioner.
Dumais, P. T. C.	Hull, Que.	Mar. 29, '82	
Edwards, G.	Thurso, Que.	April 14, '72	
Fairchild, C. C.	Simcoe, Ont.	Feb. 20, '01	
Fawcett, T.	Niagara Falls, Ont.	Nov. 18, '76	Dominion Topographical Surveyor.
Fawcett, A.	Dawson, Yukon Territory.	Feb. 22, '93	Alaska Commercial Company.
Fitzpatrick, J. D. A.	Kildare, Que.	Feb. 23, '87	
Fontaine, L. E.	Lévis, Que.	Aug. 13, '92	
Foster, F. L.	Toronto, Ont.	April 14, '72	
Francis, J.	Poplar Point, Man.	June 17, '75	
Garden, J. F.	Vancouver, B.C.	May 13, '80	
Garden, G. H.	Lethbridge, Alta.	April 14, '72	
Garden, C.	Winnipeg, Man.	April 14, '72	
Gauvreau, L. P.	Quebec, Que.	April 14, '72	
Gibbon, J.	Dawson, Yukon Territory.	Feb. 12, '91	Gold Commissioner's Office, Yukon Territory.
Gore, T. S.	Victoria, B.C.	April 19, '79	
Green, T. D.	Dawson, Yukon Territory.	May 19, '84	
Harris, J. W.	Winnipeg, Man.	April 14, '72	City Surveyor, Winnipeg.
Henderson, W.	Chilliwack, B.C.	Nov. 17, '83	
Hopkins, M. W.	Hamilton, Ont.	Feb. 20, '01	
Hubbell, E. W.	Ottawa, Ont.	May 19, '84	Surveys Staff, Department of Interior.
Jephson, R. J.	Calgary, Alta.	May 12, '80	District Engineer, N.W.T.
Johnson, A. W.	Kamloops, B.C.	Mar. 12, '02	
Klotz, O. J.	Ottawa, Ont.	Nov. 19, '77	Dom. Topograph. Surveyor, Astronomer Department of Interior.
Latimer, F. H.	Detroit, Mich.	Nov. 13, '85	
Laurie, R. C.	Battleford, Sask.	April 27, '83	District Engineer, N.W.T.

SESSIONAL PAPER No. 25

APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

List of Dominion Land Surveyors who have been supplied with Standard Measures—*Concluded.*

Name.	Address.	Date of Appointment.	Remarks.
Lawe, H	Winnipeg, Man	April 14, '72	
Lemoine, C. E	Quebec, Que	Mch. 31, '82	
Lendrum, R. W	Edmonton, Alta	May 15, '80	
Lonergan, G. J	Buckingham, Que	Feb. 28, '01	
Lumsden, H. D		April 14, '72	
MacPherson, C. W	Dawson, Yukon Territory	Mch. 7, '00	
Magrath, C. A	Lethbridge, Alta	Nov. 16, '81	Dominion Topographical Surveyor, Land Commissioner, Alberta Railway and Coal Co.
Malcolm, L	Blenheim, Ont	April 14, '72	
Martin, A. F	Winnipeg, Man	April 14, '72	Swamp Lands Commissioner.
Miles, C. F	Rat Portage, Ont	April 14, '72	
Molloy, J	Rosser, Man	April 14, '72	
McArthur, J. J	Ottawa, Ont	April 17, '79	
McAree, J	Toronto, Ont	April 14, '72	Dominion Topographical Surveyor.
McFadden, M	Neepawa, Man	April 14, '72	
McFee, A	Innisfail, Alta	April 19, '79	
McGrandle, H	Huntsville, Ont	May 30, '83	
McKenna, J. J	Dublin, Ont	April 14, '72	
McKenzie, J	New Westminster, B.C	Nov. 18, '88	Dominion Lands Agent, New Westminster.
McLatchie, J	Nelson, B.C	April 14, '72	
McLean, J. K	Elora, Ont	April 1, '82	
McPherson, A. J	Brockville, Ont	Feb. 21, '01	
McPhillips, G	Windsor, Ont	June 17, '75	
McVittie, A. W	Blairmore, Alta	Mch. 12, '02	
Ogilvie, W	Ottawa, Ont	April 14, '72	
O'Hara, W. F	Chatham, Ont	Feb. 19, '95	
Patrick, A. P	Calgary, Alta	Nov. 19, '77	Dominion Topographical Surveyor.
Pearce, W	Calgary, Alta	May 10, '80	Chief Inspector of Surveys, Department of Interior.
Proudfoot, H. B	Toronto, Ont	Mch. 28, '82	
Rainboth, E. J	Aylmer, Que	May 19, '81	
Rainboth, G. C	Aylmer, Que	April 14, '72	
Ralph, Wm		April 14, '72	
Reid, J. L	Prince Albert, Sask	April 14, '72	
Rinfret, R	Dawson, Y.T	Feb. 20, '00	
Ritchie, J. F	Nelson, B.C	Jan. 7, '89	
Robertson, H. H	Montmagny, Que	April 14, '72	
Roberts, V. M	Sturgeon Falls, Ont	May 17, '86	
Robinson, F. J	Regina, Assa	Feb. 20, '00	
Rorke, L. V	Sudbury, Ont	Aug. 13, '91	
Ross, J. E	New Westminster, B.C	Feb. 12, '91	
Roy, G. P	Quebec, Que	Nov. 17, '81	
Saint-Cyr, J. B	Ste. Anne de la Pérade, Que.	Feb. 17, '81	
Saint-Cyr, A	Ottawa, Ont	Feb. 17, '87	Surveys Staff, Dept. of Interior,
Saunders, B. J	Regina, Assa	Nov. 16, '84	Dept. of Public Works, N.W.T.
Seager, E	Rat Portage, Ont	April 14, '72	
Selby, H. W	Wabigoon, Ont	Nov. 15, '82	
Shaw, C. A. E	Victoria, B.C	May 10, '80	
Speight, Thos	Toronto, Ont	Nov. 16, '82	
Starkey, S. M	Starkey's P.O., N.S.	April 14, '72	
Stewart, G. A	Calgary, Alta	April 14, '72	
Stewart, L. B	Toronto, Ont	Nov. 22, '82	Dominion Topographical Surveyor, Secretary School of Practical Science, Toronto.
Stewart, E	Ottawa, Ont	April 14, '72	Chief Inspector of Timber and Forestry.
Talbot, A. C	Ottawa, Ont	May 13, '80	Surveys Staff, Dept. of Interior.
Thompson, W. T	Fort Qu'Appelle, Assa	Nov. 19, '77	Dominion Topographical Surveyor and District Engineer, N.W.T.
Tremblay, A. J	Les Eboulements, Que	Feb. 18, '90	
Towle, C. E	Waterloo, Que	April 14, '72	
Turnbull, T	Winnipeg, Man	Mch. 29, '82	
Tyrrell, J. W	Hamilton, Ont	Feb. 16, '87	
Vaughan, J. W	Vancouver, B.C	June 11, '78	
Vicars, J	New Westminster, B.C	May 17, '86	
Wallace, J. N	Hamilton, Ont	Feb. 20, '00	
Wheeler, A. O	Calgary, Alta	Nov. 21, '82	Surveys Staff, Dept. of Interior.
White-Fraser, G. W. R	Toronto, Ont	Feb. 21, '88	Dominion Topographical Surveyor.
Wilkins, F. W	Norwood, Ont	May 18, '81	Dominion Topographical Surveyor.
Wilkinson, W. D	Toronto, Ont	Feb. 22, '93	
Woods, J. E	Blairmore, Alta	Nov. 14, '85	

APPENDIX No. 7 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF THE CHIEF INSPECTOR OF SURVEYS.

CALGARY, Alta., June 30, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report on my work during the past departmental year, as follows:—

At the beginning of July last, I was engaged in connection with an inspection regarding the possibilities of an irrigation scheme from the Bow river through Snake valley to water that section of country lying between the Bow and Belly rivers as far west as about range 20, west of the 4th meridian. Shortly after that work was completed, I was summoned to Ottawa by the minister in connection with the selection of the 50,000 acres of coal lands, and by his orders went to Fernie coal fields and was engaged there and in Ottawa in connection with the same till late in November, when I returned to Calgary.

During December and the early part of January, I was endeavouring to arrange the records of my office, as owing to my almost continual absence from my office for the past four years, and having no one in it to keep track of the records, it was found that things had fallen into such a state that it will require a good deal of time in clerical work to put the office into the condition it is desirable it should be, assuming, of course, that the information that is in it, and much of which is very valuable, is put into such a shape and kept so that it can be made available when required.

On January 18, I proceeded to Winnipeg to arrange for the inspection of certain surveys, and during February and March, was engaged on such work, having inspected and looked after certain matters in south-eastern Manitoba, and also some subdivision surveys performed north of Quill lakes in the Territories.

In the latter end of March, I was summoned to Ottawa by the minister, and at his request remained there well on into May, reaching home on the 24th of that month, when I found the country so wet, it was impossible to move, therefore, employed myself arranging my office affairs until the 14th instant, when I started to make an inspection of contracts 11, 12 and 13, and have been engaged on that work up to date.

Detailed reports in connection with the various matters I have been connected with were from time to time made to the Minister of the Interior, and it is not necessary here more than briefly to allude to them.

I have the honour to be, sir,
Your obedient servant,

WM. PEARCE,
Inspector.

APPENDIX No. 8 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF C. F. AYLSWORTH, D.L.S.

SURVEYS IN MANITOBA.

MADOC, July 2, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour, in accordance with your instructions to me, dated January 26, 1900, to submit the following report on the season's operations in the field, that is to say, surveys in connection with the subdivision of the Thunder Hill, Doukhobor reserve.

I left Madoc on February 12 and arrived in Winnipeg on the 17th, where I procured supplies and engaged a number of men. I despatched two men in advance to Saltcoats, to which place they were to bring the transport outfit from a point some thirty miles out. I arrived in Saltcoats on the 22nd where I had my supplies shipped and intended going from there via Kamsack to Fort Pelly, but on account of a recent heavy fall of snow which rendered a trail, such as this, seldom travelled, heavy and almost impassable, I decided finally to travel via Yorkton, Sliding hills, and Whitesand river bridge to Fort Pelly.

We found that travelling on the road between Yorkton and Fort Pelly could reasonably be compared to travelling through a desert. Our horses had no water from noon of the day we left Yorkton until the evening of the day following.

On the 26th, we started heavily loaded from Saltcoats for Fort Pelly where we arrived at 10 p.m., on February 28, the last ten miles being travelled through two feet of snow with no road broken to guide or assist us. On the second day of March, after completing some further organization, we proceeded through the snow to Snake creek, and on the sixth, we arrived in township 36, range 31, west of the principal meridian, where we camped, having had considerable trouble to find water. The weather during this expedition was very unfavourable, being intensely cold and stormy. We then proceeded with the subdivision of this township. I found it very heavily timbered, but did not permit this circumstance to deter me from having the lines I ran, thoroughly cleared out, until April 6, when I considered better progress would be made by moving to section 3, township 35, range 31, where we proceeded with the subdivision of that township, with comparatively dry footing. The south end of this township is generally open, but the north end is covered with considerable dead fallen spruce of large dimensions and a dense growth of poplar scrub.

I found while running the south boundary of this township and making a straight line between the south-west angle and the south-east angle thereof, when I intersected at the jog the north-west angle of township 34, range 31, that provision had been made for a road only 59 links wide on the correction line. I was, therefore, compelled to alter the posts at the said south-west angle of township 35, range 31, and at the said north-west angle of said township 34, range 31, in order to make the road allowance of the proper width. This will necessitate the shifting, in the future, of all the posts planted on the north and south sides of this correction line, westerly to the 2nd meridian.

Also, in running the north boundary of section 12 in township 35, range 31, the south half of this township having been already subdivided according to the sketch accompanying my instructions whereon the width of the east boundary of the south-east quarter of section 1 was shown as 41 chains, 20 links, when I came to tie on to the post at the north-east angle of said section 12, I found that my line came 93 links to the north of the post. I, therefore, suspected an error somewhere and proceeded to check the chainage across the east boundary of sections 12 and 1, and found the error to be in the south-east quarter of section 1, where the distance should be forty chains and twenty links instead of forty-one chains and twenty links, as per the sketch. I also had another check in this matter while subdividing township 35, range 30. I also ran the south side of the correction line road allowance across the north end of township 34, range 31, and produced the uncompleted lines in this township northerly to the said correction line.

On May 17, I completed the subdivision of township 35, range 31, and on May 18 moved camp to section 34, township 35, range 30, and proceeded to run the north boundary of this township which I completed on the 21st, and on the 22nd, moved to the south boundary of the same township, which I ran, and then proceeded with the subdivision of it, together with the subdivision of the south half of township 36, range 30, all of which I completed on August 8, and on the 9th started for township 33, range 30, completing the subdivision of it on September 13.

I found the soil in this township to be excellent, in fact much better than that in any of the townships I have been engaged in during this season.

Regarding the Doukhobors, for whom I believe this land has been subdivided, and who are now living in villages in these townships, I can add little to what has already been written. Their religious beliefs, domestic, social, and national characteristics, as well as their systems of marriage, and cohabitation, have already been discussed. Regarding the question whether they are intelligent, loyal, patriotic citizens, suitable for a progressive country such as Canada, and the further question of their supposed objection to participating in military affairs and assisting in the defence of the country of their adoption, I may add after a year's observance of these people that I do not believe Canada will be disgraced in any of the above particulars through the acquisition of the Doukhobors.

I regret that as it is now nearly two years since I did this work, and was among these people, I, therefore, am unable to describe the progress they have made up to date. If the district in which they have settled will yield results in any way commensurate with the industry and intelligence that the people display, they are bound to succeed. To illustrate, many of the Doukhobor villages are built adjoining and on either side of the Swan river. As continuous intercourse with one another was desirable, and fording the river was always dangerous even at the most favourable places, they required a bridge. Instead of spending the winter in circulating a petition asking government aid, they began work themselves and succeeded in building three strong bridges over which teams and loaded wagons could pass with safety. Many other instances affording proof of their industry and other very favourable characteristics, might be cited if space permitted. There appeared to be some disposition in some parts to abandon the village system, each family residing on its own farm, but I do not know what progress was made along this line. On account of having received instructions from you not to continue operations in the field beyond October 15, I decided to mound up the lines I had run during the time the ground was frozen last winter, in township 36, range 31, and then close down, which I did. I completed this work on October 17 and on the 18th, moved to Fort Pelly. On the 19th, I proceeded towards Yorkton, and arrived at Wm. Reekie's, where I made arrangements with him to keep the horses, and without delay settled up the balance of the affairs connected with this season's work.

Pursuant to further instructions from you, on October 13, 1900, having been joined by an assistant, I proceeded to Russell to renew the corners in township 23, range

27. When I arrived at this township, the settlers living in it told me that the posts were all obliterated years ago, and that I would be unable to find any of them, but as the returns will show, I succeeded in finding nearly all the posts I searched for, but was suddenly interrupted in the satisfactory prosecution of this work by a heavy fall of snow on November 12. On November 13, I left for Russell where I settled with my party and assistant.

From here on the 14th, pursuant to instructions from you dated Ooctober 27, 1900, I proceeded to the Swan river district to mound and post thirty-eight miles of township outlines that had been surveyed during the previous winter while the frost was in the ground and could not, therefore, be mounded, in the following townships—the east boundary of township 43, range 26, west of the principal meridian, the east and north boundaries of township 44, range 26, west of the principal meridian, parts of the east and north boundaries of township 44, range 27, west of the principal meridian, part of the south boundary of township 45, range 24, west of the principal meridian, parts of the west and south boundaries of township 45, range 25, west of the principal meridian, and part of the east boundary of township 45, range 27, west of the principal meridian. I did not take any of my camp equipment with me from Yorkton where it was stored, but presumed that I could hire or buy a tent in Swan river for such a short expedition as this. When I arrived at Swan river, after some delay, I heard of a tent, used by the owner for hunting purposes, which, after examining the portions shown me, I concluded would answer the purpose, but when we arrived at our destination to the north of the Porcupine mountains, via the Canadian Northern railway, and proceeded to erect our tent on the evening of the first day, we found to our surprise that it was nothing better than a rotten canvas sieve, and liable to collapse at any moment. However, as we were packing our outfit on our backs with pack straps, we had little time to worry about the good or bad qualities of our tent.

In your instructions to me regarding this work, I find the following: 'If you take enough labourers, you should be able to finish this work in a few days,' and I endeavoured to comply with this, but was afraid during the progress of the work that the attempt would finish me, as I had only taken a pair of moccasins, and walking over the frozen hummucky ground covered with merely a sprinkling of snow, gradually but effectually disabled my lower extremities until at the termination of the expedition, it was with difficulty that I could move my lower limbs, but strange to say, the moment I put on boots, the pain disappeared. By November 21, I had organized a party and completed my outfit at Swan river, and on that day all entrained for Baden station. On the train, fortunately, I met Chief Engineer MacLeod and locating Engineer Armstrong, of the Canadian Northern railway, who were good enough to give me the distance west of Baden where I would find a meridian. I arrived at Mafeking station about four miles south of the Steeprock river on November 29 after completing our work, and on Monday, December 3, took the train for Swan river, where I settled with my party and got away towards home on the same train.

Pursuant to instruction from you dated January 7, 1901, after having organized a party and transported my outfit from beyond Yorkton to Beausćjour, I got into my first camp on the banks of the Brokenhead river at the north boundary of township 12, range 8, east of the principal meridian, on January 21st, which township, after retracing its outlines, I proceeded to subdivide. I found that the portion of this township lying east of the Brokenhead river, is principally a tamarack and spruce swamp, where large quantities of wood have been cut for shipment to Winnipeg. Under ordinary circumstances we would have found manœuvering through this township difficult on account of the deep snow, but the wood cutters had roads beaten in almost every direction, which we were enabled to take advantage of. The greater portion of this township will never be fit for agricultural purposes until it has been extensively drained, the cost of which should not be great on account of its proximity to the Brokenhead river.

Pursuant to instructions from you dated February 6, 1901, I moved to Tyndall on April 15, to survey that village, being the south half of the north-east quarter of sec-

tion 11, township 13, range 6, east of the principal meridian, but before proceeding with the subdivision of the above village plot, on account of being unable to find any of the original outside boundaries of this section 11, I was compelled to proceed to the south-east corner of this township to survey the south boundary of the same, westerly to the south-east angle of section 4, where I found an original post. I also retraced the east boundary of sections 2, 11, 14, and to the middle of section 23, which was the first corner along the several sections where I found an original post. I then made a straight line between the post at the south-east angle of said section 2 and the post at the middle of said section 23. Some of the people in Tyndall said this straight line and the corner I established at the north-east angle of section 11 were not in the same places as the line and corner in the original. On making inquiries, I found that Thomas Pierson was the originator of the objections, so I interviewed him, and he quite candidly told me that my line did not conform to the original survey, and that he would swear as to where the original line ran, and as to where the old post stood, so I took his affidavit. On account of the indefiniteness of this affidavit, I refused to be guided by it, and later on in this report, I will make it clear that Mr. Pierson is entirely mistaken.

I then proceeded to the south-east angle of section 3, and retraced the meridian north across sections 3 and 10 to the north-east angle thereof where I found the original corner. I also found all the corners across these two sections excepting the post for the south-east angle of 3, which I established by subdivision. When Mr. Pierson swore to where he considered the north-east angle of section 11 was he also told me, that he knew where the north-east angle of 10 was and would swear to that. I had already found this corner, and I had also found that the original blazed line for the north boundary of section 11 ran to the post I had found. I then took Mr. Pierson's affidavit, and by examination it will be found that Mr. Pierson is entirely mistaken, and that I was justified in rejecting his affidavit. I may add further that I went to Winnipeg purposely to examine the original Canadian Pacific railway right of way plans across this section 11, and I found according to said Canadian Pacific railway plan that the angle of centre line and east boundary of section 11 was 74° 55′ which I tested and found to agree with my angle. From this, I proceeded with the other outlines and quartering of section 11 without any difficulty. After this, I proceeded with the subdivision of the town plot. I had already procured the tamarack and spruce material for posts from the swamp near the Brokenhead river and hewed them with an axe. The posts planted in this subdivision were marked with a knife with the figures of the lots and streets which they adjoined. The greater portion of the east half of this town plot has been squatted upon, and a great amount of cordwood had been piled upon the land. The west half was overgrown with a dense growth of poplar and willow scrub, thus rendering the subdivision very tedious. I endeavoured to design this subdivision so as to place as many as possible of the valuable buildings entirely upon the single lot.

Outside of the cities and towns along the Canadian Pacific railway, I believe Tyndall is the best paying station between Rat Portage and Brandon. Between eighteen and twenty thousand cords of wood are shipped from here annually. Great quantities of lime are manufactured and sold from here. Henry & Son have an extensive building stone quarry, and last, but not least, is the Tyndall stone quarry, the principal of which is Mr. William Garson, recently from Lincoln county, Ont., where he gained his experience in handling stone. He has shown great business enterprise in the development of this industry during the season of 1901, their first year. They supplied stone for the Canadian Pacific railway bridge over Red river at Winnipeg, also for the new Canadian Northern bridge there, and for the bridge across Rainy river at Beaver Mills. They have the quarry equipped with the latest type of machinery and are during their first season getting more orders for stone than they are able to fill. A large proportion of the stone they ship is dressed to order, which requires skilled stone cutters who were paid last year fifty cents an hour, and on account of the

scarcity of these, Mr. Garson was unable to fill all his orders. There is considerable agricultural land in the neighbourhood capable of development, so that the prospects for Tyndall are quite bright, and already in the village there is a fine stone school house, a union Methodist and Presbyterian church, and an hotel, all new buildings.

On May 21, 1901, we completed the subdivision of the Tyndall town plot and on the 22nd, moved camp to the north-west angle of township 12, range 7, east of the principal meridian, and proceeded with the survey of the outlines and subdivision of this township which was completed on July 31. The timber that previously existed in this township has been either chopped down and removed or burned, and the land is now principally covered with poplar scrub. The township contains large areas of muskegs and sloughs and the land is second class. There are a few settlers in the south-west and north-east corners. The municipal council and real estate agents who own lands in this township have had many surveys made, sometimes by surveyors and at other times by parties who were not surveyors, the former for road-making purposes, and the latter to establish the lines in order that purchasers, or intending purchasers, may locate lands, and in every case, these lines were wrong. Large sums of money had been expended to grade up and improve the roads wrongly situated in accordance with these incorrect surveys. To illustrate, while running the east boundary of section 29, township 12, range 8, I found the original line and the original post, the latter under two feet of snow, but the municipality had chopped the road out about one and one-half chains to the east of them, according to their surveyor's lines. The council of Brokenhead, after the above mentioned experience, desired to grade up some roads in township 13, range 7, east of the principal meridian, and to make the grades in such a manner as to answer the double purpose of road and drain. The council asked me to resurvey and report certain road allowances for them for this purpose in the last named township, and upon submitting this matter to you, you directed me to do this work, the returns of which I will forward later.

After the completion of the subdivision of township 12, range 7, I mounded township 12, range 8. I moved camp to township 11, range 8, east of the principal meridian, on August 17, and proceeded with the survey of the outlines and subdivision of same, which we completed on the 30th October, 1901, and on the 31st, we moved camp to section 9, township 12, range 8, again, and completed some work in this township by November 4, on which day I moved camp to Beauséjour where I discharged my party, stored the outfit, and started as soon as possible for home.

After my arrival home, I received a letter from you addressed to me at Ft. Owens, Man., but which had not arrived when I left Ft. Owens, directing me to call upon Mr. J. Obed Smith, immigration commissioner at Winnipeg, with a view to reposting certain townships near Shoal lake, Man. I then left home on December 9, 1901, to do this work, and after getting a party organized, I got into camp on section 24, township 16, range 1, west of the principal meridian, on December 28, and proceeded to retrace the principal meridian across this township, also the north and south boundaries of same, and then to subdivide it, which I completed on January 28, 1902, and on the 29th, moved camp to section 28, township 16, range 2, and completed the resurvey of this township and of township 17, range 2, by March 2 and on the 4th, moved to section 36, township 15, range 3, west of the principal meridian, but on account of the snow and rain storms which prevailed during this month, we did very little work. What was said to be the most terrible snowstorm and blizzard within the recollection of the oldest residents of Manitoba, set in on the 14th. Probably two feet of snow fell during this storm, which lasted into the 18th, when the weather turned warm until the 21st, converting the snow into a slush. This was followed by rain until the 25th. We were camped on an island bluff surrounded by a large muskeg the water in which rose until we were flooded out; in a drenching cold rain we struck camp and moved six miles away, being the nearest dry camping ground we could find. This rain continued until the 27th, leaving the country, which should not be termed low, practically flooded. The men were getting into a rebellious mood, not being willing to wade through this

cold water at this early season, and you may imagine my relief at this juncture, when I received a letter from you on the 28th directing that it was not contemplated to continue this work further.

I then proceeded to close down with as little delay as possible.

On account of the ground being frozen, I did not mound any of this work. The frozen clay and gravel composition of this soil practically resisted the most persistent efforts with pick, axe and shovel. In fact, it took five men one-half day to put up one mound, in which time they destroyed all the tools they used.

I have the honour to be, sir,
Your obedient servant,

C. F. AYLSWORTH, JR., *D.L.S.*

APPENDIX No. 9 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. A. COTE, D.L.S.

SURVEYS IN SOUTH-EASTERN MANITOBA.

QUEBEC, July 5, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report on my surveys made during the past season in south-eastern Manitoba, under instructions dated April 13, 1901.

On May 1, I left home with my assistant, Mr. P. A. Landry, P.L.S., for Winnipeg, which place I reached on the 5th of the same month.

On my arrival there, I met Mr. Walter Greer, who had been appointed to my party, and reported his arrival to me. I remained at Winnipeg until May 8, hiring men and buying the necessary supplies, when I left with my party for Bedford, where I arrived on the afternoon of the same day. On the following day, I left Bedford for Vassar with one of my men to procure Mr. Carroll's outfit left in winter quarters. I found that one of the horses had died during the winter so that I was obliged to purchase two to make up my full complement of five.

On the 13th, I commenced work by searching for the old posts on the second base line in range 9, but not being able to find any, was obliged to re-establish this line, puting in iron posts according to the Manual of Survey.

Township 5, range 9, east of principal meridian—I subdivided only the south-western part of this township, the portion between Bedford station and Marchand being swampy and covered with tamarack, spruce and cedar, suitable only for fuel and fence rails. The remainder is very sandy and hilly. The timber is chiefly jackpine, partially killed by fire. In sections 4 and 9, the soil is second class. Sections 5, 6, 7 and 8 are a tamarack, spruce and cedar swamp.

The South-eastern railway crosses sections 9 and 3, Bedford station being situated on the south-west quarter of section 9.

Township 4, range 9, east of principal meridian—I surveyed the east outline of this township and subdivided the north-east part, this being the only portion fit for settlement at present. The remainder is swampy and covered with spruce, tamarack and cedar of an average diameter of six inches, and only suitable for fuel and fence rails. The soil of the part subdivided is second class, and is covered with jackpine, partially killed by fire.

The South-eastern railway crosses sections 33, 28, 27, 22, 23, 24 and 13; Sandiland, the 7th siding, is situated on the north-east quarter of section 22.

Township 4, range 10, east of principal meridian—I surveyed the north boundary of township 3, range 10, and subdivided the south part of township 4; this is all that seems to me fit for settlers; the remainder of the township is very sandy.

The soil in sections 3, 4, 5, 6, 7, 8, 9 and 18, is first class and is covered with spruce, tamarack and poplar. The soil in the remainder is second class, covered with dry and green jackpine.

The South-eastern railway crosses sections 18, 17, 16, 15 10, 11, 2 and 1. Woodridge station, the 8th siding, is situated on the south-east quarter of section 10.

I found three settlers located in this township, and many others were expected in the fall.

Township 3, range 10, east of principal meridian—In this township, I surveyed the east boundary of section 35, and the north of section 25. These lines run through a spruce and tamarack swamp. The South-eastern railway crosses section 36.

Township 4, range 11, east of principal meridian—I surveyed the east boundary and subdivided the north half of this township, as this was the only portion fit for settlement. Sections 1 and 36 are spruce swamp, and the others are covered with poplar, and the land is good. The remainder of the township is very sandy. There is a creek about three feet deep running north-easterly across sections 20, 21, 22, 27, 26 and 35, the water in which is very good.

The soil of the subdivided part is first class with the exception of sections 19, 30 and 31; these are swampy and covered with spruce and tamarack, averaging eight inches in diameter. The remainder is covered with poplar and spruce partially killed by fire and overgrown with heavy underbrush. I found several settlers located here; many others were looking for homesteads, and they expected many more to come in during the fall. Some were just beginning to build their houses. There is a saw-mill here, built about a year ago by Mr. Pierre Poitras for the convenience of the settlers.

Township 3, range 11, east of principal meridian—The soil along the north, east and south boundaries of this township is sand, and covered with jackpine. The soil of the subdivided part is first class and is covered with poplar killed by fire, and overgrown with heavy underbrush. The soil of most of the remainder of the township is sand. Rat river runs south-westerly across sections 32, 33, 28, 20, 19 and 18, and the South-eastern railway crosses sections 31, 32, 29, 28 and 21.

Township 1, range 13, east of principal meridian—The western three miles of the north boundary of this township passes through jackpine and poplar and the eastern three miles through tamarack swamp. In the subdivided portion, there is about fifty per cent of good land covered with poplar, the rest being tamarack and spruce swamp, the timber in which is only suitable for fuel.

The South-eastern railway crosses sections, 32, 29, 28, 21, 16, 15, 14 and 13, and is very convenient for settlers.

On the 29th November on receiving instructions from you to proceed at once with the subdivision of township 1, range 8, I discontinued the survey of range 14.

I left Vassar on December 3 and reached the north-east corner of township 2, range 8, on the 11th of the same month after having made about twenty miles of road through the bush and marshes.

Township 2, range 8, east of principal meridian—The east boundary of this township is swamp and is covered with small dry tamarack killed by fire. The soil along the north boundary is first class and is covered with dry poplar, willows and brush, and large hay marshes with scrub. All this township is high land and suitable for stock-raising.

Township 1, range 8, east of principal meridian—The Roseau river crosses this township in a north-westerly direction through sections 6 and 7. The west half of this township is first class, the soil being a black loam three inches in depth with a clay subsoil. The east half is second class. The soil is clay, stone and gravel. Dry and green poplar may be found all over the township, although some has been used by the surrounding settlers. First class hay meadows are also plentiful offering a splendid opportunity for intending settlers who would like to do mixed farming.

Township 1, range 9, east of principal meridian—The north boundary crosses a large swamp in which spruce and tamarack from four to twelve inches in diameter may be found. The east boundary is covered with dry poplar and willows, the soil being sandy.

Township 2, range 9, east of principal meridian—The north boundary of sections 31, 32 and 33, is swampy and covered with small dry tamarack, and the north boundary

of sections 34, 35 and 36, is also swampy and covered with spruce and tamarack from four to ten inches in diameter. The east boundary is also swampy, but the timber is small.

Township 1, range 10, east of principal meridian—The boundary on the north of sections 31, 32, 33 and 34, runs through swamp in which the timber, such as cedar, spruce and tamarack, varies in diameter from four to fifteen inches. The north boundary of sections 35 and 36 runs through a ridge covered with small jackpine.

Township 2, range 10, east of principal meridian—The north boundary of sections 31 and 32 runs through swamp covered with spruce and tamarack, and the north boundary of sections 33, 34, 35 and 36, is covered with dry jackpine and poplar. The soil is sandy.

Township 3, range 10, east of principal meridian—The boundaries of this township run through about the same kind of country as those of township 2, range 10, east of principal meridian.

Township 3, range 12, east of principal meridian—The boundaries of sections 1, 12, 13 and 24, are swampy and covered with dry timber such as tamarack, poplar, and cedar. In sections 25 and 26, the soil is sandy and covered with dry poplar and heavy willows.

Township 4, range 12, east of principal meridian—The east boundary of this township runs through a large swamp covered with timber such as spruce, tamarack and cedar, averaging six inches in diameter.

On February 26, I had the misfortune to lose one of my horses, leaving me with only four to do my work. The cause of death is unknown, as the animal was found dead on the prairie.

On June 2, according to your instructions, I discharged my party and on the 10th of same month, I reached my home after an absence of thirteen months and a half.

I have the honour to be, sir,
Your obedient servant,

J. A. COTE, *D.L.S.*

APPENDIX No. 10 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF R. BOURNE, D.L.S.

SURVEY OF THE PRINCIPAL MERIDIAN.

GIMLI, MAN., December 21, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—In accordance with your instructions I left Winnipeg on June 18, and on June 22, I continued the resurvey of the principal meridian from the point on the east boundary of township 19, range 1, west, where I had ceased work on April 16. I resurveyed the meridian across townships 19 and 20. At the north-east corner of township 20, the surveyed portion of the meridian ended, and I commenced the new survey by taking several careful solar and stellar observations. In compliance with your instructions, I ran the principal meridian due north from this corner to the north-east corner of township 24, range 1, west, on the 7th base line, taking careful observations at each township corner and at the centre of each township.

Though most anxious to make rapid progress, I was greatly hampered by the nature of the country as I found nothing but solid bush and large swamps fed by copious springs stretching for miles across my path. The men were in constant danger of breaking through the floating crust of these swamps and of sinking almost out of sight. It was most tedious work to cross these with the line and to circumvent them with the road, which I was obliged to make for the use of my teams, and I had sometimes to cut three miles of road through heavy bush to make one straight mile.

In township 18, the line passes through a low country with dense forests of heavy poplar and brush interspersed with small swamps, and emerges on a high partly open stretch which rises to a distinct ridge at the second mile of township 19, where the land is covered with light brush and thin woods (poplar and some spruce). From this point, the land is again similar to that in township 18, with a ridge near the north-east corner of section 25 in township 19, and another in the north-east quarter of section 24, township 20. In the northern part of township 20, the large swamps, mentioned above, begin, and spruce and tamarack become more frequent than in the southern part of the township where spruce was met but twice and then only in patches. The last and worst of the big swamps, two miles long, was left behind at the third mile of township 22. From this point to the northern part of township 24, the land is fairly dry, excepting for two small tamarack swamps, one south of Icelandic river, at the second mile of township 23, and the other half a mile south of the 7th base line. A marked feature of township 24 is a stretch of high land for the first two and a half miles, containing a large stretch of bare limestone rock, much of which is flat and wide enough to make valuable pavement.

7th Base Line.

On turning east from the north-east corner of township 24, range 1, west, there is low swampy land for two and a half miles with occasional stony ridges covered by medium size spruce, tamarack and poplar, with bush. The surface gradually rises to

the high stony land which extends over the last three and a half miles of township 24. This stony land is covered chiefly by a dense growth of small jackpine with some small poplar and many very thick windfalls; granite boulders, often large, and some limestone, being met with. For the last three miles of township 24, I find that the surface is underlain by a floor-like rock especially noticeable at the north-east corner of township 24, range 1, east, where difficulty was found in getting sufficient soil to make a mound, the iron post having to be propped up with stones. Before turning south as instructed, I explored the country east of this point with a view to finding an exit, and ascertained that at about half a mile east of this corner there is a descent into a valley thirty feet deep, the land being covered with small jackpine and burnt timber. A mile east of the corner of township 24, a feature quite interesting but rarely found in Manitoba, is met with—a lofty ledge of rock rising about seventy feet out of a valley to the east and stretching as far as the eye can see north-westerly and south-easterly. It is made up of reddish stone, with a tinge of pink, suggesting magnesian limestone, in fairly horizontal strata, and in layers with joints as of mortar, of from two to twelve inches in thickness. It is easy of detachment, huge masses having fallen from the top of the rock carrying with them birch trees rooted in the surface soil. The rock is readily broken with a hammer and if of commercial worth will prove a valuable asset. Beyond this cliff for a width of about a mile and a half, reaching, I am told, from Icelandic to Fisher rivers, extends a long belt of muskeg and lake, separated by strips of spruce, tamarac and balm of gilead, of about six inches average diameter. On the moss grows an abundance of the rare and juicy low bush cranberry, quite as large as those imported, and offering a very valuable product to commercial enterprise. This belt is difficult of traverse, except on the above strips, where a corduroy road could be made, an ascent of the cliff being also feasible through its clefts; thence, my trail to the base line may be used. Besides, I have cut a trail from the Fisher river road for a mile and a half to the easterly border of this wet area. This trail might be serviceable to reach the land along the 7th base line, as it traverses a dry country, covered by poplar and spruce, with diameters up to twenty-four inches, fit for commercial timber, the soil being a black loam up to eighteen inches and more in depth.

Townships 24 and 23, range 1, east—Going southerly along the eastern boundaries of these townships for the first five miles, there is the same rolling land, often stony, covered chiefly with jackpine and poplar, as on the 7th base line, followed by swampy country with patches of spruce, tamarack and poplar, offering with its great reaches of fine hay land and abundant water, a paradise for the grazier. Of course, for permanent settlement, drainage is an absolute necessity.

Going westerly along the south boundary of township 23, range 1, east, a description similar to that given for the eastern boundary holds for three and a half miles; beyond this, higher land covered by good sized poplar extends to the principal meridian.

Soil.

The soil in most parts of the land passed through, is a black loam, or leaf mould, with a clay sand, or gravel subsoil, and, except on the stony ridges, is of sufficient depth for profitable tillage.

Water.

Of the nature of the water to be found at any great depth below the surface, I, of course, cannot speak, having but dug shallow wells at the edge of sloughs. These gave fair water, except in a few cases where it was bitter or alkaline. In stony places, water is naturally scarce, except in intervening sloughs, but it may possibly be found by boring.

I have the honour to be, sir,
Your obedient servant,
R. BOURNE, *D.L.S.*

APPENDIX No. 11 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF JAS. DICKSON, D.L.S.

SURVEYS IN SASKATCHEWAN DISTRICT.

FENELON FALLS, January 21, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report that in compliance with your instructions dated April 13, 1901, I left home for the Saskatchewan district on the 29th of the month. My instructions were to run the meridian outlines across townships 45 and 46 between ranges 5 and 13, and across townships 47 and 48 between ranges 9 and 13, west of the second meridian.

I arrived in Winnipeg on May 2, where I was joined by my assistant, Mr. A. McNabb, of Prince Albert, and proceeded to Dauphin the following Saturday with three of my party exclusive of the assistant. I was delayed here a week waiting a train to Erwood. In the meantime, I went north to Ethelbert and disposed of D.L.S. Desmeules' outfit, as directed in my instructions ; the remainder of the time, I was engaged purchasing horses and completing my party.

On the morning of the 11th, the party took train for Erwood, the terminus of the Canadian Northern railway. I learned there that the right of way of the railway was cleared out one hundred feet wide for about sixty miles farther west, and that for the first forty miles its greatest distance from the twelfth base line did not exceed two miles, and that there was also what is locally called a 'tote road,' or trail, made for the purpose of forwarding railway supplies; it is as near the line of railway as the character of the country will admit. Erwood station is located about thirty chains east of the railway crossing at Red Deer river, and at the east side of section 12, township 45, range 2, west of the second meridian, and about twenty-three miles east of where I commenced my survey.

As the river was too deep to ford, I had the railway bridge floored with ties so that I could cross my horses, &c. On the 14th, I made a start, and camped for the night at the point where the tote road crosses the base line, eight chains east of the north-east corner of township 44, range 2.

The trail was in bad condition and required many repairs, and as it has been constructed for winter use only, it consequently followed the marshes as much as possible, and to avoid these, we were obliged to make many deviations; it was, therefore, the 18th before I reached the point between ranges 5 and 6 at which I was to commence work.

Next morning, I got an observation, and on Monday, the 20th, commenced the survey; by the following Saturday, I had the line completed across township 45. The previous evening, Mr. McNabb tendered his resignation, stating that he could not stand the work, but I prevailed upon him to remain until I should complete my first line. The following day, some of the men improved the trail to the west, and put a bridge across Prairie river while the others were improving an old Indian trail, which passed a short distance east of my camp, and crossed the line near its north end. I then moved camp to the end of the line, using pack horses, and after completing the survey of the line across township 46, I returned to my first camp.

Here, two of the horses took ill; one of them could not travel back to camp, a distance of six miles, but had to be left in the woods all night in charge of two men. Next morning, he was brought to the camp, and I had both horses stabled at Greenwood, where the railway company had at that time a depot for provisions one and a half miles east of my camp, and the horses could be properly fed and cared for. One of them died a few days afterwards, and the other so far recovered that I had him brought back to camp in a few days. Two of my men and the man in charge of the depot were well skilled in horses, and I had a supply of horse medicine, so that everything was done for them that could be done under the circumstances. They sickened as soon as they were fed on grass. On June 6, I moved west and camped on the right of way at a point which proved to be five chains west of my next line, and one mile and fifty chains north of the base line. Next morning, my assistant, Mr. McNabb, left. That day with the assistance of two men, I located the east boundary of range 7 on the base line, and spent the night there in the hopes of getting an observation, but failed, and consequently, Saturday was passed in idleness. That night I got an observation, and on the 10th, I commenced the survey of the east boundary of range 7, township 45. While running my first line, I had found so much difficulty in getting along even with pack horses owing to the sloughs and fallen timber, and as this line was worse, I determined to leave my main camp where it was and take a flying camp along the line, the men doing the packing. This proved to be quicker and no harder work than on the first line. I finished the survey of the line across township 46 on the 21st, and returned to the main camp next day. The bull-dog flies were so troublesome to the horses that I was obliged to have some of the bed ticks and blankets cut up and made into covers for them. Two of the horses in a weak condition suffered so much from the flies that I had them housed in an old stable. The feed for horses here was of very poor quality, being nearly all what is known as water-grass, consequently they began to fail rapidly. Monday, the 24th, was spent in brushing some of the wet spots, and cutting a new trail to the west around a large slough.

Next morning only four of the horses were fit for work, and they could draw only half a load. One horse could not travel at all, and had to be left in the old stable where one of the men went each day to attend to him until the end of the third day when he was able by easy stages to get to camp. We travelled that day until 7 p.m., and only made three and a half miles. The following day by noon, we covered one mile and a half more to a river, over which we had to make a bridge seventy feet long. This stream is not shown on any map I have seen. It is locally known as Prairie river; but there is another river bearing the same name although not more than one-fourth its size, and about eight miles east of it. It crosses the east boundary of township 44, range 8, four times and enters Red Deer river about one mile east of where that stream crosses the line. Between road making and wet weather, we did not reach our next camp, six miles west of the last one, until noon on Friday the 28th. With two men and my instrument, I went a mile and a half south to the base line and prepared for an observation, but the cloudy weather prevented me from getting one until Sunday morning.

In order to protect the horses from the bull-dog flies, we were obliged to build a stable here and stuff the spaces between the logs with moss so as to completely darken the interior, and feed was cut for them. While in this camp, I lost two more horses. The food, which was chiefly water-grass, brought on a lung fever upon which medicine seemed to have no effect.

From what I had seen of the country and the account which I had got of it farther west, together with the wet season and the condition of my transport, I concluded that it would be impossible to carry out my original instructions. I, therefore, telegraphed you to that effect, and suggested that I should work east from this point and survey the township outlines to the correction lines north and south of the base line. Having received a reply that my suggestion had been approved, I commenced the survey of the east boundary of township 45, range 8, on the 1st of July, and finished the line across townships 45 and 46 on the 13th.

I started the east boundary of township 44 on Tuesday the 16th, but by Saturday, had only run to Red Deer river, a distance of not quite four miles.

Next evening, Mr. Hanson, a deputy surveyor of Fredericton, New Brunswick, joined the party as my assistant, but left the following Wednesday without even going into the field.

On the 22nd, I took a flying camp to Red Deer river intending to produce the line across township 43, but the weather turned very wet, our stock of provisions was getting low, and the horses were in such poor condition that I did not produce the line south of township 44, but returned to the main camp on the 25th. The two following days were so wet, we could not make any progress, but on Sunday morning, the weather cleared up, and I started east, but after travelling a mile and a half, one team gave out and I had to camp. The next day, I sent three men east to Greenwood for provisions, and one team made two and a half miles more with its load. The following evening, we arrived at our old camp ground at the east side of range 7, with three horses. The men who had gone for supplies also joined the party and here we got all the horses once more together.

There was an abundance of good feed convenient to the camp and as I had secured a supply of oats and bran from Greenwood, I was in hopes that the sick horses would soon recover, but the lung fever had made too great progress and two more horses died within a few days, making five in all during the season.

I started the east boundary of township 44, range 7, on the 30th, and completed it across township 43 on August 11. On the 12th, I moved a short distance south and east of my first camp and as I found it would not be a difficult matter to open a wagon trail from there to a short distance south of the base line, I had a trail cut while some supplies were being brought up with the pack horse and the wagons brought east from the last camp. In a day and a half, I had the trail made and started the survey of the east boundary of township 44, range 6. On the 19th, having got all the camp equipage once more together, I moved camp to the end of the trail and completed the line across township 43, on the 28th.

On the 30th, I moved camp east to my next line, and sent two men along the base line to locate the corner. They then walked north through the woods to camp and arrived at dark as we were pitching the tents.

Next night, I took an observation, and by September 28 I completed the survey of the east boundary of townships 45 and 46, range 5, and the east boundary of townships 44 and 43 of the same range. There was a heavy fall of snow on September 22, which melted in a few days, and this together with very heavy rains made the swamps and sloughs worse than they had been at any time during the season. After this, the weather cleared up, and we only lost half a day from rain during the remainder of the season.

On the 30th, I sent a team east to my next line with a load, and next day, hired a team from the railroad contractor and moved everything up. As the weather was getting cold, I had to build a stable for the horses.

Having taken an observation, I started the east boundary of township 45, range 4, on October 3, and ran north to the correction line, then south across townships 43 and 44, and finished on the 28th. On the 30th, I moved east, and as the tote road was upwards of two miles south of the base line, and three and a half miles south of the right of way it was difficult even to approximate the position of my next line. However, I camped as near to the estimated point as I could get water, and it afterwards proved to be about twenty-five chains east of the line. The weather was cloudy and likely to continue so. I did not, therefore, lose any time waiting for an observation, as I could get a very long sight up the base line.

I started the east boundary of township 44, range 3, on Thursday, October 30. I ran south to Red Deer river with the intention of surveying the south line before the stream should become so clogged with ice as to make it dangerous for a man to handle a raft in keeping the camp supplied with provisions. By Saturday evening, I reached

one-half mile south of the river. That night and the following night, there was very hard frost. 'On Monday morning, the river was so full of running ice that it was not only difficult but unsafe to use the raft. I, therefore, had the instruments, &c., which had been left on the south side of the river, brought over and started north across township 45. The severe frost of the past two nights had sealed up the sloughs so that there was no more wading. I finished the line across township 46 on Thursday, November 4, and packed back to camp the following day. On Saturday, I resumed the survey of the line south of the river, which was still open. The country along the line south of the river has all been burned over, so together with the fallen timber and a dense second growth, the survey was necessarily very slow. The weather had now set in cold, and as the party was not provided with winter clothing, I determined to cease operations as soon as I completed the line across township 44. I finished this on Wednesday the 20th and next day moved to Erwood, where I paid off all the men I had not to return farther east. I had to remain here for a train until the following Monday, when I went to Swan river. There, I disposed of the horses by auction and took the next train on Thursday to Dauphin. Owing to this being a civic holiday and because of poor train connections, I did not reach Winnipeg until late on Saturday evening. I left the following Tuesday and arrived home on December 7, after an absence of seven months and nine days.

The line of the Canadian Northern railway, which is cleared and ready for grading, is at a distance varying from one mile to a mile and a half north of the base line, and when I left, the grading was nearly completed to within a mile of the west side of range 5.

Nearly the whole section in which I was surveying is heavily timbered with the usual varieties of timber indigenous to the western country, poplar and balm of gilead with a dense undergrowth of willow, alder and hazel prevailing. I ran through several groves of fine spruce; the trees are the tallest in proportion to their diameter I have ever seen. There were also bluffs of small tamarack and spruce in most of the sloughs and muskegs, but wherever the land was very wet, the timber was so small as to be of no commercial value. In a few places, I also found white birch, and jackpine on the sand ridges. Some portions were burned over a number of years ago and the timber killed; it is now nearly all down, and a dense undergrowth of the same varieties growing up. It was slow work cutting out the line in these places. The presence of so much fallen timber will no doubt before long be the cause of destructive forest fires.

The sloughs are numerous, but none are very large. Hay fit for horse or cattle feed is scarce; there is nothing but spear grass except where there is a running stream in the slough.

The country is practically level, with a slight slope to the east, as indicated by the streams which flow in that direction. The line of railway is the dividing line between two varieties of land; that to the south of the line is nearly all first class, and although the sloughs are numerous, they are nearly all capable of being drained. There are none to speak of that can properly be termed muskegs. The country north of the railway is more broken with irreclaimable muskegs and sandy and stony jackpine ridges.

The Red Deer, the largest river in that section of the country, is a fine stream of good water, well stocked nearly all summer with jackfish and goldeyes. It has an average width of between two and three chains and when I saw it, except at the rapids, was from four to six feet deep with an average speed of about two miles per hour.

The Etoimami, another large stream, enters the Red Deer from the south in range 3 but, as it does not run near any of my lines, I did not see it.

On the north side of the Red Deer is the Fir flowing into it in range 4 and the Greenwood in range 5. Each averages over a chain in width and from two to four feet deep; the water in both is swift and good. Prairie river enters Red Deer river in range 6 and is about one-fourth the size of either of the other two streams; its water is also good.

The country being so level, the Red Deer is, of course a very crooked stream, hence a large area of land may be drained into it. Its bed and the beds of the other rivers and creeks I saw, lie so much below the level of the surrounding country that it will be an easy matter to construct trunk drains.

I do not think there is any likelihood of many settlers going into this section of the country for some time, as it is so heavily timbered, and feed is too scarce to admit of ranching.

I have the honour to be, sir,
Your obedient servant.

JAMES DICKSON, D.L.S.

APPENDIX No. 12 TO THE REPORT OF THE SURVEYOR GENERAL.

ABSTRACT OF REPORT OF C. C. DUBERGER, D.L.S.

SURVEYS IN SASKATCHEWAN.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—Your instructions were received on June 20, 1901. On the 26th, I left home for Prince Albert, where I arrived on July 1. Difficulty in obtaining supplies delayed me at Prince Albert until July 9, when I left for my field of labour with seven horses, two wagons, and a buckboard.

From Prince Albert to the crossing of the South Saskatchewan river, the road was fairly good; after passing the latter point, it was very bad. From a point about three miles west of Leather river, the ground was so soft that I found it necessary for the remainder of the journey to move up half of my outfit at a time. The delay in transportation was made greater by frequent heavy rains, which further softened the soil and made it totally unfit for the passage of loaded wagons. I regretted that I had no carts, as I believe carts are much better adapted for transportation over such roads. From July 21 to 27, two days were lost on account of rain; one day was occupied in building a bridge, and my horses were so exhausted that in these six days, we were able to move a distance of only nine miles.

After reaching Doghide creek in the eastern part of range 15, we entered a bush of tall, green poplar, where feed for horses was poor and scarce. Progress was so slow and the prospect so discouraging that I decided to stop travelling with the whole outfit and to go instead with a flying camp to ascertain if it were possible at that time to complete the survey of the 12th base line in ranges 9, 10 and 11. I left my main camp on the 12th base line about the centre of range 14, and taking with me three pack horses, reached the north-east corner of township 44, range 12, on August 4. The next day, I followed the portion of the base line surveyed in range 11, and reached a large and dangerous muskeg stretching easterly. This exploration convinced me that the survey of the 12th base line in ranges 11 and 10 was impossible during the summer. Accordingly, I decided to telegraph you for further instructions. Leaving my main camp in range 14, I reached Prince Albert on August 9, and on the 13th, I received instructions to survey certain outlines in townships 43 and 44, ranges 14 and 15.

I returned to camp on August 15, and next day, moved to the north-east corner of township 44, range 14. The following day was occupied in organizing for work, and on the 19th, I began the survey of the meridian east of townships 44 and 43. One and one-half miles of this line had already been run, and on September 2, I completed its survey to the 11th correction line.

For the first six and one-half miles southerly from the base line, this meridian runs through a slightly undulating country, covered with green poplar, windfall and thick underbrush. The soil is second class. In section 36, township 43, the line crosses a muskeg half a mile wide, extending easterly and westerly. For the remainder of the distance to the correction line, it runs over an undulating surface covered by green poplar, willow and burnt timber, with occasional spots of rough prairie and windfall.

On September 4, I started with the whole outfit for the north-east corner of township 43, range 15, in order to survey the eastern boundary of this township. The soft condition of the ground and the difficulties of roadmaking, delayed my progress so much that on September 14, I was yet two miles north of the corner I had hoped to reach. I explored some distance ahead and found that at about half a mile south of the corner there was a large muskeg through which the line could not be run. As it was impossible to survey this boundary at the time, I returned to the 12th base line.

My horses were in poor condition and I was compelled to give them a rest of three days while I went to Melfort to engage a man to purchase oats. After my return to camp, heavy falls of rain and snow prevented my moving, and it was only on September 27 that I began my journey to the north-east corner of township 40, range 14, from which point I expected to run the meridian north.

I was compelled to travel by a very indirect road, and I was hampered by the usual difficulties of transportation in such a country.

On October 7, I reached a point near the north-east corner of township 41, range 14. Here I built a raft in order to cross the river to reach my starting point. We worked at this in cold water up to the knees. On the 10th, I crossed the river with a flying camp and for two days, I travelled through marshes, muskegs, bogs and ice water, making in that time a distance of about five and one-half miles southerly. I suffered so much from rheumatism, which I believe was brought on by these hardships, that I was compelled to return to camp.

On October 14, I tried to reach the north-east corner of township 40, range 15, but I again failed. I could not dispense any longer with medical assistance, and I was sorry to be obliged to give up the survey for this season.

I reached Prince Albert on October 23; my outfit was sold there by auction on the 28th, and I reached home on November 4.

APPENDIX No. 13 TO THE REPORT OF THE SURVEYOR-GENERAL.

REPORT OF G. J. LONERGAN, D.L.S.

SURVEYS IN SOUTHERN ALBERTA.

BUCKINGHAM, QUE., April 29, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on the surveys made by me during the past season in southern Alberta under instructions dated April 13, 1901.

Upon the receipt of my instructions, I left Buckingham on May 1 for Calgary, and on my arrival there made arrangements for the organization of my party. I then left for Lethbridge and arrived there on May 7 where I met Mr. C. McCarthy who had wintered Mr. Woods' horses. I had been instructed to take these horses, but four of the best strayed away a few days previously and could not be found. This necessitated my purchasing two others. I notified the captains of the 'round ups' of the loss, and was successful in getting three of them on May 30.

I decided to first subdivide township 7, range 26, west of the 4th meridian, as it is situated on the ridge between the Waterton and Oldman rivers, and I was afraid the sloughs might dry up later in the season. There is one settler in this township who has a horse ranch, and farms to some extent. The township consists of undulating and rolling prairie; the soil is chiefly clay and sandy loam, and is well watered with two large lakes and sloughs and springs. A large number of stock roam over this section of the country.

Camp was next moved to township 2, range 22, west of the 4th meridian. The north two miles of this township had been subdivided; I completed the remainder of the subdivision. This township is situated on the Milk river ridge and consists of high rolling prairie land. The soil is clay and black or sandy loam and has a luxuriant growth of good grass, in fact, hay might be cut in any part of the township. Coal is found on section 4. The township is well watered and especially adapted to stock-raising. The McIntyre ranch, one of the largest ranches in southern Alberta, is located on the north boundary.

We next moved to township 1, range 21, and subdivided the whole township. Ten settlers who had moved in from the United States in the spring were living in tents, herding their stock, while waiting for the survey to be made, in order to locate and build fences. This township is well watered by a large lake in the northeast part, the Milk river through section 31, and many sloughs and springs. The township is high, rolling prairie; the soil is mostly sandy, with dry sub-soil. I traversed the Milk river from section 1 to the east boundary of section 13, township 2, range 22.

Camp was then moved to township 1, range 28, west of the 4th meridian. This township is very mountainous; the only land of much value is about fifteen hundred acres in the centre of the township, but it is not open for entry as it is within the boundaries of the Blood Indian timber reserve. The Belly river passes through the centre of the township and is fed by numerous creeks that rise in the mountains.

Township 2, range 29, west of the 4th meridian, was next in order. We pitched camp on the banks of the Waterton river and proceeded to run the east boundary of township 2, range 30, and the north boundary of township 2, range 29, and subdivided

thirteen miles of the township. This left open for entry all serviceable land. In this township, there are three settlers who moved from Montana five years ago. They have good ranches and are greatly pleased with the country.

A line was then run in the valley of the Blakiston brook in township 2, range 30. This township is all mountainous excepting the brook valley, which is about one-half mile wide, and gravelly soil ; spruce and jackpine grow in large quantities on the northern slopes of the hills, while poplar and cotton-wood are found along the banks of the brook.

The southwest part of township 5, range 1, west of the 5th meridian, was then subdivided. The township is very rough and mountainous, only portions of the valleys being suitable for ranching and hay meadows, but it contains coal in large quantities. One seam on section 10 supplies the town of Pincher Creek and surrounding country. The coal is of a bituminous nature, being good coking and domestic fuel.

On the first of October, we moved to township 10, range 1, west of the 5th meridian, to subdivide the west half. It is level prairie, and well watered by Callum, Sharples, Heath and Meadow creeks, also by the Oldman river. The soil is sandy loam. Good crops are produced especially by irrigating. It is also a first class stock country. The east half of the township is well timbered.

The Walrond ranche, the largest in this part of Alberta, has its headquarters here; it covers most of the township, and has over eleven thousand head of stock on this range.

About the middle of November, I received instructions to inspect contract surveys in Assiniboia, and was, therefore, obliged to leave the remainder of my work unfinished.

During the season I travelled over seven hundred and forty miles and came into contact with many settlers some of whom had just come into the country and others who had been there for some time; without any exception they appeared to be doing well and were satisfied with their prospects.

I also noted that mixed farming was becoming more general throughout the country, the Cardston and Pincher Creek districts especially raising number one wheat. I also remarked that fall wheat was very successfully grown in that part of southern Alberta watered by irrigation.

Before closing this report, I take great pleasure in thanking you for the able assistants you appointed on my party, viz.: Mr. Thos. Shanks for the first part of the season, and Mr. G. H. Watt for the remainder, who under all the trying circumstances incident to survey parties, were exceedingly helpful.

I have the honour to be, sir,
Your obedient servant,

G. J. LONERGAN, D.L.S.

APPENDIX No. 14 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF JOHN J. DALTON, D.T.S.

SURVEYS NEAR YORKTON.

YORKTON, ASSINIBOIA, April 30, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit my report of surveys made under your instructions of April 15, 1901.

I received the instructions on April 19, and on the same day I took the train for Winnipeg, where I arrived on the 22nd, and was delayed two days, during which time I replied to forty-eight applicants for positions on surveys, besides transacting much other business necessary to the operations of the survey; I then left for Yorkton, where I arrived on the 24th.

Owing to the unusual quantity of water in the sloughs and hay land in the vicinity of Yorkton, I thought it wiser to leave the surveys over these until the end of the season, thus avoiding traverse surveys where hay had in the meantime been cut.

Having completed all the preparations and the assembling of my party, I proceeded on May 6 to the north-east corner of township 32, range 31, west of principal meridian by way of Fort Pelly. On May 10 and 11, I ran the east boundary of this township three and one-quarter miles south, from which I concluded that it would be more economical to do all the work possible from the north boundary of these townships before moving camp farther south, as fodder was plentiful in the north and very scarce to the south. Therefore, I ran all the meridians in ranges 30 and 31 from the ninth base line two and one-half to four miles south before completing any other part of the work, which gave me the opportunity to acquire a knowledge by which to move camp readily through an almost impenetrable country.

I re-ran the east boundary of township 32, range 30, which had been burnt over and then overgrown with dense thickets of poplar. I was fortunate in finding all the original corner posts on this line. Thence moving camp along the trail that runs east and west through these townships, I produced all the meridians south from four to six miles until I came to the east boundary of range 31, from which I moved camp around to the north boundary of township 31, range 31 ; from this camp, I ran all the lines within a practicable distance of it, no matter in which township.

In producing the east boundary of township 31, range 31, to the correction line, I passed the correction line about ten chains without discovering it. As this part of the country had been brule at or about the time of the survey, and has since become an almost impenetrable thicket, I thought it wiser not to attempt to locate the township corner of the old survey in this vicinity from this line, but produce the meridian one mile west in hopes of finding the correction line in older timber, and succeeded thus in locating the south boundary of my survey without a moment's loss of time. After completing these three townships, I proceeded to townships 32, ranges 1 and 2, west of 2nd meridian, and destroyed all the marks of the old system of survey on the north side of the correction line. I then completed the survey of the Assiniboine river across ranges 1 and 2, west of 2nd meridian. I then moved westward and destroyed

all the marks of the old system of survey north of the 8th correction line in ranges 3 and 4 on my way to townships 29 and 30, range 6, west of 2nd meridian, where I corrected several lines for closing errors. From thence, I proceeded to township 25, range 5, west of 2nd meridian, and put an iron post and pits at the north-east angle of section 24, the other corners having their original marks. I then moved into township 25, range 4, where I renewed many of the corner marks and resurveyed Lowes lake; from this I entered township 24, range 4, but owing to errors in the original survey, I left this township unfinished waiting further advice. From this, I went to township 23, range 4, and resurveyed Crescent lake and subdivided much hay land which had been under water. I treated township 23, range 3, in the same manner. Then I went into township 24, range 2. The lake on the south boundary of this township seemed to be unchanged, with a stream running out of it, and the water up to the edge of the timber. I, therefore, thought it unnecessary to survey it. I then surveyed the lakes in township 24, ranges 1 and 2, and completed the survey of township 25, range 1, all west of the 2nd meridian. In passing through township 26, range 2, I could not find water by which to camp. I went on to Yorkton and completed the business of the season and returned home.

I have the honour to be, sir,
Your obedient servant,

JOHN J. DALTON, D.T.S.

APPENDIX No. 15 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. A. BELLEAU, D.L.S.

SURVEYS IN THE CARROT RIVER DISTRICT.

Ottawa, June 1, 1902.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit the following report on my operations in the field during the past season.

Your instructions dated April 13, 1901, were: first, to survey ranges 11, 10 and 9, on the 12th base line, and after, to survey meridian outlines in the Carrot river district.

After getting the necessary information in the office, I left Ottawa on April 25 for Prince Albert, where I arrived on the night of the 29th. I was delayed in Prince Albert a few days more than I expected on account of the men, whom I had to engage, living quite a distance from there. I, therefore, had to notify them to meet me in the town.

My party being all completed and the outfit bought, I started for Melfort intending to make that place my headquarters for the work south of the Carrot river. I was informed by parties, who should have known better, that I could travel with wagons along the 12th base line as far as the Crooked river. The great amount of rain that fell during May put the roads in such a state that on our arrival in Melfort, after six days of hard work, some of the horses began to show signs of great weakness.

Mr. Beatty, a resident of Melfort, to whom I am very much obliged for his kindness, gave us all the information we required before proceeding farther with our loads. We stored a great part of our provisions in his warehouse, as he assured us that we could not reach Crooked river with our wagons. He was perfectly right, as we had not reached Willow creek before our horses were played out. After travelling with half loads, making very poor progress, having to bridge creeks, rivers, and cross a great many swamps and sloughs, we reached the Canadian northern railway stores, about five miles west of Crooked river, where we had to abandon our wagons in storage.

By the time we had built *travails,* and fixed up the pack saddles, the horses had improved a little and finally, on June 12, we reached the east end of range 12, where we were to begin our work on the 12th base line, with one horse less and three hardly able to walk or to carry any load.

The next day, a storm began, which lasted four days, raining day and night. That decided our fate. The rivers began to rise, and the large muskegs, which were only a few miles east of us, had three and four feet of water in them, making the survey impossible and most dangerous for men and horses.

On the 16th, I observed for azimuth at the first opportunity, and started to survey range 11. After running about two and one-half miles, partly in the first large muskeg, we tried to force our way through, but with no success, the bottom of the sloughs and the surrounding country being completely saturated. I reported the fact immediately to you, and after two days, the men whom I sent after the mail, came back to camp and reported the impossibility of crossing the rivers, thus delaying nearly a fortnight the sending of my report. I decided then to abandon that part of the base, and

moved westward to start the meridians, the first one at Horse creek. The horses were so weak and lame, having bruised their feet in passing over the corduroy roads, that only four could give us any help. We reached Horse creek on June 29. I observed for azimuth on Polaris on Sunday night, and started the meridian between ranges 13 and 14, running north on July 2.

At the time we started to work on this meridian, we had only five horses out of eight that were of any use to move camp. I sent immediately to Melfort for more but could get only one. I was unable to send to Prince Albert for any, being three short already, so we were reduced to six to move camp, a great drawback, as we had to make it with half loads. The flies of all kinds were so bad, and the horses so weak, that in a few weeks, two of the best of them died near the smudge.

Not until September 3 did we finish the meridians south of the Carrot river. We moved camp to Melfort, en route for Fort à la Corne, where we stayed a few days waiting for provisions, which had been delayed on account of bad roads. We then proceeded easterly with the whole outfit, having been able to buy two ponies from the Indians, and made a cache in a safe place near range 19, about seven miles from Fort à la Corne.

For the first few days, the work went on very well, but when we came to ford sloughs and swamps up to the waist, the water being very cold, six men left me. I immediately sent for Indians from the fort. I was glad to see them come the next day, and relieve me from the awkward position in which I was placed. I must, here, give great credit to them for their courage and their willingness to do anything they were told, as it was not pleasant wading these swamps, some of them two or three miles wide, for over six weeks in ice cold water.

On November 3, a strong breeze came from the north and the thermometer fell to 10 degrees below zero. Fortunately, this temperature continued, freezing all the lakes and most of the small swamps. The few inches of snow that fell on the 7th and 8th, enabled us to use the flat sleds I had rented from Mr. Angus McLean of the fort. Then the progress of the work was much more satisfactory, and the whole 76 miles of meridians and jogs were completed on December 16.

The first two weeks of December were much colder with occasional light snowfalls, the thermometer registering from 3 to 25 degrees below zero with strong north-west winds. It is obvious that frozen ears, faces, and feet, were of frequent occurrence.

Having no word from you other than your letter of November 14, in reply to mine of November 3, in which you ask me to finish the 12th base line, if no other surveyor had been sent to do this work, and as the meridians I had been allotted to survey were completed, the only thing I could do was to proceed to Prince Albert as soon as possible for new instructions. I had to go there anyway in order to form a new party, as not one man would stay any later than Christmas. We reached Prince Albert on the evening of December 20, where I received your letter dated the 12th, stating that a telegram had been sent that day advising me to make arrangements to continue work during the winter.

I may say that I never received that telegram, and on asking the station agent why he had not forwarded it, his answer was that he had given it to some person who was going to Fort à la Corne. In coming from our last camp on the meridian between ranges 13 and 14, I bruised my left foot and had rheumatic pains, so that by the time we reached the fort, I was completely lame. On reaching Prince Albert, seeing that the pain was getting worse, I telegraphed you that I could not undertake any more work for some time. I regret very much this occurrence as I would prefer working in winter in that kind of country. Having made arrangements for the storage of outfit, I left Prince Albert on January 1, and arrived in Ottawa on the 4th.

Description of Country.

12th base line—Townships 44 and 45.—These townships are mostly covered with a thick growth of large poplar and heavy underbrush. Some large spruce swamps and large muskegs and hay sloughs are met with. These townships are unfit for settlement.

Township 45, range 14.—This township is undulating and level, thickly timbered on the east half with poplar and birch, from six to twenty inches in diameter, with a heavy underbrush. Occasional willows and hay swamps are met with. The Canadian Northern railway location line crosses this township in an easterly direction, and was intersected near the north boundary of section 1. Horse creek and Miners' creek, which are from ten to fifteen links wide, flow through section 1. The west half of this township is mostly covered with a second growth of poplar and willows, the larger timber having been swept by fire. This township may be rated first and second class. The soil is black loam with a subsoil of clay and sand.

Township 46, range 14.—This township is level and undulating, mostly covered with green and burned scrub, with occasional small bluffs of young poplar. There is a good sized bluff of poplar from six to eighteen inches in diameter in the south-east corner of the township. The fires have destroyed all the large timber. Small hay sloughs are met with here and there. The soil is black loam with a subsoil of clay, except in the sloughs where the subsoil is gumbo. This township is fairly well adapted for farming. It may be rated first and second class.

Township 45, range 15.—This township is mostly level with the exception of a few small coulees. The only coulee of importance is the one in which the Doghide creek flows; it varies from ten to forty feet in depth. The Canadian Northern railway location line crosses this township from east to west about thirty chains north of the base line. The country has all been swept by fire and now only a second growth of small poplar and willows may be seen. The north portion of the township is wet and many small willow swamps are met with. The soil is first class, making this portion of the country very well adapted for farming purposes. A large creek 'Doghide creek,' almost a river, flows through this township in a north-westerly direction. Its width is from 20 to 70 links. The water is fresh, running on a sand and gravel bed. Another large creek, 'Presbyterian creek,' flows through the west half of this township. The water is fresh.

Township 46, range 15.—The east half of this township is cut up by coulees, the most important being that of 'Presbyterian creek.' As far north as the third mile, the country is mostly level with a second growth of small poplar and scrub. Sections 13 and 24 are heavy, rolling country, Presbyterian creek crossing them several times. The northern portion of this township is wet and swampy. The western half is also very much broken by the valley of 'Leather river,' which enters this township near the north-east corner of section 7, and flows in a north-easterly direction. Nearly all of this township was overrun by fires and now only small burnt scrub and a few clumps of small poplar can be seen. The soil is first class, making this township fairly good for farming purposes.

Township 45, range 16.—This township is mostly level with slight undulations, with small scattered bluffs of young poplar and willows. The fires have swept all this part of the country destroying all the heavy bush, leaving a great many logs on the ground, and also dry timber standing.

The Leather river flowing north crosses at about the centre of the township. Hanging Hide river also flows through this township entering by the north-east quarter of section 12, and empties its waters into the Leather river a few miles west of its intersection with this meridian. The soil is of very good quality. This township is very well adapted for immediate settlement. The location line of the Canadian Northern railway was intersected near the centre of section 1.

Township 46, range 16.—This township is a little more undulating than the former, but the slopes are very gradual and easy. The fires here also have burned the greater part of the large timber leaving a few scattered bluffs of good sized poplar. The second growth of poplar and willows is much thicker and the fallen dry timber more plentiful than in township 45. Good hay meadows and large prairie spots are met with. Leather river flows out of this township near the north-east corner of section 12. The soil is first and second class.

Township 48, range 19.—The north half of this township is high, rolling ground, and timbered with jackpine. The southern portion is swampy; large boggy marshes cross this township from east to west and render it useless for farming purposes.

Township 47, range 19.—This township is all brulé with small patches of dry and green willows and scrub. Hay sloughs are numerous, but were all very wet at the time of the survey. The Carrot river crosses the township from west to east. Another small stream is met with in the north part of section 12. This township would be well suited for ranching purposes in dry seasons. The soil is black loam with subsoil of clay.

Township 48, range 18.—The northern portion of this township is an old brulé with much dry timber standing and fallen. There are some small scattered bluffs of green poplar with this scrub. Fort Cumberland trail passes through section 25, and runs in a northeasterly direction. The soil is generally good, the subsoil being clay and sand. The southern portion is very wet and much cut up by spruce, muskegs, and hay marshes. The country is level. There are a few small lakes with fresh water. An Indian pack trail leading to Fort à la Corne, passes through section 1.

This township is mostly unfit for farming, but may be good for ranching in dry seasons.

Township 47, range 18.—The surface of this towuship is almost covered with numous small lakes and sloughs, and is of no value for agricultural purposes. The fire has swept all the large timber between the lakes, and a thick second growth of poplar, alder, and scrub, is seen.

The Carrot river crosses section 12, flowing in a north-easterly direction. The north slope of the valley is nearly half a mile long and consequently easy; the south one is more steep and broken.

The soil between the lakes is first class, but there is so little dry land that it cannot be recommended for farming purposes.

Township 48, range 17.—This township is level and undulating, with scattered bluffs of poplar and jackpine and some spruce and tamarac muskegs. Fires have destroyed nearly all the large timber, a few bluffs of good sized spruce and tamarac in the muskegs only have escaped. A great deal of dried timber, standing or fallen, may be seen in every direction. A thick second growth of poplar and willows in large bluffs is met with here and there. Sandhill creek flows through a beautiful valley about half a mile wide and from forty to seventy-five feet deep. This creek crosses the township in an easterly direction and empties into Carrot river.

Large hay sloughs are numerous, and in dry seasons would make this part of the country very suitable for ranching. The soil is good, and may be rated first and second class.

Township 47, range 17.—This township is rolling and undulating with a thick second growth of poplar, willow, and alder. Some spruce and poplar bluffs are to be seen here and there. Fires have devastated nearly all this part of the country, which at one time must have been an immense forest. A great quantity of large spruce and poplar trunks is still standing and a large number have fallen down in heaps. Numerous small lakes and hay swamps are met with, covering a considerable portion of this township; it is, therefore, of very little use for farming purposes, but would be well adapted for ranching in drier seasons. The soil is good and may be rated first and second class. Carrot river flows through a deep ravine with a valley about three-quarters of a mile wide. This stream crosses the township through the centre, and flows in an easterly direction.

Township 48, range 16.—This township is rolling and undulating as far south as the valley of Sandhill creek; the southern half, being higher land and slightly undulating, is better adapted for farming purposes. Fires have swept nearly all the timber, leaving only a few dry trunks of poplar and spruce. The fallen timber is scarce and in many places small scrub is met with. The second growth in the southern portion of this township is much thicker, and alder bluffs are numerous. Sandhill creek flows

through a deep, wide valley with very gradual slopes, and crosses the township through the centre in an easterly direction. This township is well adapted for farming and grazing purposes, having good hay sloughs, and being well supplied with good water. The soil is first and second class.

Township 47, range 16.—This township is undulating and in some places level. The country has been devastated by large fires some ten years ago, and the only timber left now is dry and fallen in heaps. The second growth is mostly of poplar and alder in bluffs, with a thick undergrowth of willow. The Carrot river which crosses near the centre of the township, flows through a wide valley nearly one hundred feet deep and broken by landslides. On both sides of the river, the country is fairly open and is very well adapted for farming purposes, being well watered by a few good creeks, and the soil is of very good quality, being a rich black loam with a deep subsoil of clay loam.

Township 48, range 15.—The northern portion of this township is very much broken by large boggy marshes and sloughs with thick willows and windfalls. There are many creeks of good size crossing section 25, all running in an easterly direction. The Carrot river was intersected in the south half of section 24, flowing easterly. The river has no valley there, only steep banks about fifteen feet high. There is an old pack trail crossing the south half of section 24 which branches to other trails and leads to Fort à la Corne. This portion of the township is useless for farming but may be good for ranching purposes in dry seasons. The southern portion is also very much broken by sloughs and small swamps, but the land is of better quality. There is a large creek twelve feet wide in section 12 which flows easterly in a wide valley. The second growth of poplar, willow and alder, is very thick. The surface is undulating. As a whole, this township is unfit for farming purposes.

Township 47, range 15.—This township is also undulating and very much cut up by numerous small hay sloughs and ponds. There is an immense quantity of small dead timber, standing and fallen. The second growth is very thick and is composed of poplar and willow.

Leather river crosses the south half of section 1 and flows in a north-easterly direction through a valley over three-quarters of a mile wide. The river is sixty-five links wide at that place and is as large as the Carrot. The current is rapid in many places. According to the Indians, this river is a favourite resort of beaver, otter and mink. Except in a few places, this township is unfit for farming purposes.

Township 48, range 14.—This township, with the exception of a few open sloughs and patches of scrubby prairie, is covered with a very thick growth of poplar and gray willows, some of the poplar averaging 8 inches in diameter. It is level as far as Carrot river. Sections 12 and 1 are very much broken by the valleys of Carrot and Leather rivers which unite about six chains east of the meridian. The soil is black loam only a few inches deep, with a subsoil of clay. This township may be classed as first and second class.

Township 47, range 14.—This township is mostly taken up by hay sloughs and is covered with a very thick growth of young poplar and willows. The surface is level and undulating. There is a good deal of fallen timber from one to five inches in diameter. The soil is black loam with a subsoil of sand and clay. This township may be rated second class. Two creeks cross section 1 and flow westerly. It is unfit for farming purposes.

I have the honour to be, sir,
Your obedient servant,

J. A. BELLEAU, D.L.S.

APPENDIX No. 16 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF A. C. TALBOT, D.L.S.

SURVEYS IN THE CARROT RIVER SECTION.

Ottawa, May 10, 1902.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit the following report of my field operations in the Carrot river locality during last winter.

In pursuance of your instructions dated January 2, I left Ottawa on the 8th, and, after having spent two days in Winnipeg on business, I arrived at Prince Albert on the 13th: I was delayed here until the 29th waiting the arrival of my camp equipage from Edmonton, although I had written from Ottawa on January 2 to have it sent to Prince Albert and afterwards telegraphed twice from Prince Albert. While waiting for the outfit which I expected by every train, I hired the men and bought the supplies. I left Prince Albert on the 30th and reached Crooked river on February 4.

I first checked the length of the 12th base in ranges 12 and 13, and then surveyed the east outlines of townships 45 and 46, range 13. I also completed the survey of the 12th base across ranges 9 and 10 and part of range 11, and then surveyed the east outline of township 45 in ranges 10 and 11.

The country along the 12th base line, in the east half of range 11 and the west half of range 10, is a large muskeg partly covered with black spruce and tamarac; the remainder of range 10 and the whole of range 9 is mostly higher ground, rolling in range 10, but rough in range 9 and broken in many places with small ponds, sloughs and muskegs. The soil in general is a bluish clay covered with a thin layer of black loam fairly good for farming purposes and may be ranked as second class. The soil along the meridians surveyed north of the base is of the same quality, with numerous chains of small sloughs, muskegs and spruce swamps, running east and west in nearly parallel lines. The whole of this country where the ground is at all high is covered with a dense growth of poplar, balm of gilead, spruce, tamarack, large gray willows, and heavy underbrush. There is sufficient spruce and tamarack of good size and quality for railway construction purposes and for the settlers. The line of the Canadian Northern railway, which is from one to two miles north of the base line, was open during the winter as far west as the meridian between ranges 12 and 13.

The temperature last winter was much milder than usual, in fact a portion of the month of February was almost too mild, and I would have been obliged to stop survey operations earlier than anticipated had it not turned much colder during the first half of March. In the third week of March, the weather turned very mild again, the snow was disappearing rapidly, and I had been informed that water was beginning to show over the ice in the small rivers. I, therefore, concluded to quit work in order to reach Prince Albert before the winter roads broke up. I left the field on March 23 and arrived in Prince Albert on the 27th. There was very little snow on the roads especially

between Doghide river and the crossing of the South Saskatchewan river. I discharged three men on my way to Prince Albert and seven more on the 28th. As the camp and transport outfit had got wet owing to rain during the last day we were in camp and while we were on the way to Prince Albert, I was obliged to keep two men for another day to see that everything was properly dried and then packed and stored away.

Fifty-seven days elapsed from the time I left Prince Albert to the date of my return ; deducting Sundays and the time spent in travelling and moving camp, etc., twenty-nine days remained during which I surveyed forty miles.

I left Prince Albert on April 2 and arrived at Ottawa on the 5th.

I have the honour to be, sir,
Your obedient servant,

ALBERT CHAS. TALBOT, D.L.S.

APPENDIX No. 17 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF P. R. A. BELANGER, D.L.S.

SURVEYS IN PASQUIA MOUNTAIN.

OTTAWA, March 12, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following general report on block outline surveys executed by me in the Saskatchewan district during last season.

On April 24 last, I left Ottawa for Fort à la Corne, the initial point of my operations. On the way, I stopped over at Winnipeg to take the train next day for Yorkton where I had stored my outfit, and arrived there on the 27th. At Yorkton, I found that my horses were in very poor condition and as at that time of the year there was no grass and the roads were very wet and heavy, it was impossible under the circumstances to undertake the trip overland to Fort à la Corne. I, therefore, sent the outfit by rail from Regina to Prince Albert, where it arrived safely on May 9, and after having spent a few days in the latter place completing my party, repairing the outfit and buying supplies, I proceeded to Fort à la Corne and reached there on the 16th.

On my arrival, I made arrangements with the Hudson's Bay Company for the storage of my supplies for the season, and next day commenced work by running the 13th base line easterly from the northeast corner of township 48, range 20, west of 2nd meridian, which is about three miles north of Fort à la Corne.

The 13th base line across range 19 runs through hilly and broken, burnt country with small poplar and jackpine scrub, interspersed with bluffs of poplar, jackpine and spruce four to ten inches in diameter. A wagon road leading to a saw-mill on Saskatchewan river, crosses the base line in section 33. Numerous small creeks or springs are intersected on section 34. The soil is third class.

In entering range 18, the country becomes very rough, hilly, and broken. A portion of the range is burnt and covered with poplar and jackpine scrub; the remainder is covered with jackpine varying in size from four to twelve inches in diameter. Small creeks cross in sections 33 and 34. The soil, as in range 19, is sandy and poor.

At range 17, the country changes suddenly to a gently rolling, burnt country with a light growth of scrub. The land improves somewhat, but is better adapted for grazing than farming purposes. It is watered by creeks on sections 31 and 33. A pack trail is intersected on section 34, which is used in winter in carrying the mails between Fort à la Corne and Cumberland House.

The base line in range 16 crosses a rolling, burnt country covered with dense willow and poplar scrub. The land is similar to that of range 17, with regard to its agricultural capabilities. Little Bridge creek meanders across sections 31, 32, and 33 in an easterly and south-easterly direction and empties into Carrot river. It is the first stream met with running southerly, which indicates that the height of land between the Saskatchewan and Carrot rivers was crossed in range 17.

Section 31 and the west half of section 32 in range 15 are in burnt country and densely covered with scrub; the remainder of the range is thickly covered with poplar from four to six inches in diameter, and thick willow. The country in the west half

of this range is generally rolling, but the east half is nearly level and low and wet especially in sections 34 and 36 where there are large floating swamps. The land is unfit for farming purposes, but could be used for stock raising.

Continuing on the base line across range 14, section 31 is under water, being a floating swamp, after which the country is level and low, and covered with poplar bluffs alternating with large willow and hay swamps. The soil improves in quality, and, if of any use, is better adapted for ranching than farming purposes.

The description of range 14, except as to section 31, will apply to range 13, with the difference that the poplar bluffs are partly dry and partly green. The marshes are also more numerous and the country is wetter; however, the soil is good but requires drainage.

The low marshy country extends over the greater part of range 12, but improves on section 36, where it become dryer. It is also much more open in this range and a large quantity of good hay may be cut.There is a belt of good dry land near the Carrot river which flows a short distance south of the base line. I would, therefore, classify part of this range as very suitable for ranching or for mixed farming.

Across range 11, the line passes over a level, burnt country, mostly covered with small poplar two inches in diameter, and willow bush mixed with dry poplar and windfall. The land is first class, and is very suitable for mixed farming. Carrot river meanders easterly at a distance varying from half a mile to one mile south of the line, and then suddenly turning to the north crosses the line in the west part of section 36, after which it flows north-easterly. At this point, it varies in width from eighty links to one chain, and at the time of the survey, was from twelve to fifteen feet deep, and very muddy. A small bluff of large spruce was seen near the river on its east bank.

In range 10, the land is low and level, very wet in many places and mostly covered with large dry poplar and spruce mixed with a thick second growth, except in section 36 where there is a large bluff of green poplar. Hare-hill river (Wapos-wa-tee Sipi) is intersected on section 33, and Hare-hill creek crosses on section 32. Both streams average about the same width, and at the time of the survey carried about an equal volume of water which was muddy in the river but clear in the creek. The soil is very rich and may be rated as first and second class.

Through range 9, the base line runs over a gently rolling country, thickly covered with large poplar, scattered spruce, willow, alder and a few birch. Two streams averaging thirty links in width and from four to five feet in depth, are intersected on sections 31 and 32 respectively; they join together at a short distance north of the base line and form the stream known as Red Willow river. The soil is very rich, and with the exception of section 36, which is under water, may be rated first class.

Range 8 is in the Pasquia mountain, which begins on the west half of section 31 by a steep bank about thirty feet high forming a plateau, gently undulating and gradually ascending easterly. The land is very rich, but is covered with poplar, spruce, balsam, hazelbush, alder, willow and a few maples. The timber is generally good for building purposes only, but on sections 34 and 36, a good percentage of the spruce is suitable for lumbering. With the exception of section 31, streams are intersected on every section, flowing in a north-westerly direction. The most important are Big Valley creek on section 32, Papikwam river on section 33, and an unnamed river on section 34.

In range 7, the country is gently rolling and continues to ascend easterly over Pasquia mountain. It is also heavily timbered with large poplar, balm of gilead, spruce, balsam, birch, soft maple, and thick underbrush. A large percentage of the spruce is suitable for lumbering. Numerous streams with high banks are crossed on every section, except section 36; they rise in the hills and flow northerly. The most important are Crackling river in section 33 and its east branch on section 35. The soil is second class with the exception of section 31 which is first class. A pack trail, leading from Nut lake to Redearth Indian reserve, is intersected on section 34.

Through range 6, the country becomes heavy rolling and hilly and continues to ascend easterly by steps. It is generally timbered with spruce, birch, poplar and balm

of gilead, averaging from eight to fifteen inches in diameter. Section 36, however, differs from the above by being mossy land and poor soil covered with spruce, tamarack and a few jackpines. Creeks are crossed on every section except section 36 ; the most important is Summit creek, which rises on the summit of the mountain and runs across sections 35, 34 and 33, after which it flows north-westerly. The soil is generally second class.

In range 5, the country changes suddenly and becomes very poor; it is nothing but mossy land covered with scrubby spruce and scattered jackpine and broken by tamarack swamps. The height of land, or the top of the north-western slope of Pasquia mountain is passed on a level plateau covering the west half of section 32. By climbing a tree fifteen feet high on the east side of this plateau, a view of the country may be obtained for miles in all directions especially east and west. On sections 33 and 34, the first creek is crossed emptying southerly. It flows into Fir river, which is intersected on section 34. The latter is here a stream from thirty-five to fifty links wide with an average depth of two feet. It runs over a gravelly bed in a narrow valley with banks about one hundred feet high, and empties into Red Deer river.

The base line in range 4, across the two miles surveyed (sections 31 and 32), crosses a very poor country, consisting of mossy land broken by large tamarack muskegs alternating with small ridges covered with jackpine.

I sent a man ahead to explore for a camping place for my next move; he returned at the end of two days and reported that for ten miles east, which he had explored, and as far as he could see by climbing trees on the tops of hills, the country was nothing but burnt mossy land broken by boggy swamps and entirely without feed for horses. Under these circumstances, there was no alternative but to postpone the survey and resume it during the winter if required. I, therefore, temporarily closed the survey of the base line at the north-east corner of section 32, where I planted an iron post only to mark the corner. It is situated a few feet east of a river supposed to be Fir river which crosses the line in a north-westerly direction.

My next work consisted of the survey of the east boundary of ranges 5 and 9 between the twelfth and thirteenth base lines. The country passed over on these meridians may be described as follows:—

Township 48, range 5, is mossy land covered with scrubby black spruce alternating with tamarack swamps and burnt ridges overgrown with jackpine scrub. The soil is very poor and unfit for anything.

Township 47, range 5.—With the exception of part of section 1 which is first class soil and timbered with large poplar and spruce, this township is unfit for settlement; it is low level country covered with moss and scrubby black spruce broken by tamarac swamps. From the south-east corner of this township, I ran the jog east and found that the east boundary of township 46, which was allotted to me for survey, had recently been run by some other surveyor, but as the jog was not theoretically correct, and having reason to doubt the accuracy of the line, I did not establish the south-east corner of township 47 permanently, but only put an iron bar at 80 chains to mark the corner temporarily, leaving the correction to be made later on after verification; but as I did not return that way, this work was left unfinished.

On September 21, I proceeded to the twelfth base at range 9, following a pack trail along Fir river for a part of the way, and thence forced my way south-westerly through the bush from range 4 to range 9. This journey was accomplished under very unfavourable circumstances, the heavy snowstorms of September 19 and 22 turning to rain and snow on the 25th and 26th, rendered the low land and muskegs impassable, thus occasioning considerable delay. It was the 30th before I reached range 9, after a tiresome journey caused by diurnal duckings in mud and snow water and delays at the few places where feed could be found for the horses which were often over a day without anything to eat. Here, my work consisted of the survey of the east boundary of range 9 between the twelfth and thirteenth base lines.

In township 45, the meridian runs over a gently rolling country as far as the north half of section 36 where it turns hilly and broken. Pasquia mountain is met near the

middle of the township, where it is marked by small ridges increasing gradually in height towards the north. The land is covered with large poplar, balm of gilead, and spruce, suitable for lumbering purposes, mixed with thick alder and willow. It is well watered by creeks which were crossed on every section. The soil is generally very good.

The right of way of the Canadian Northern railway was intersected in the southern part of section 13; it has been cut out and cleared of trees from the present terminus Erwood to about four miles west of this meridian. One of the company's stores named the '40 miles' store, where all kinds of supplies may be obtained, is situated on the right of way two miles west of the meridian.

The country across township 46 is hilly and broken at first and then turns from gently to heavily rolling. It is mostly covered with spruce suitable for lumbering, mixed with poplar, balm of gilead, birch, thick alder and willow. The soil is second class. Lakes of different sizes are found on sections 1 and 13; one on section 1 extends southerly into section 36 in township 45.

From the thirteenth base running south, the east boundary of range 9 strikes Pasquia mountain in section 36, and runs for the whole of township 48 over a rolling country gently ascending southerly, and heavily timbered with large poplar, balm of gilead, spruce, hazel, alder, and willow.

The same character of country is also observed over the north half of township 47, but the south half is nearly level and is timbered with scrubby spruce, tamarac, and balm of gilead.

The soil is first class in township 48, and may be generally rated as second class in township 47. Creeks are found on nearly every section of both townships.

On October 29, in compliance with your instructions dated September 26, I proceeded to my new field of operations in townships 41, 42 and 43, ranges 7 and 8. On the way, I passed by '40 miles' store where I secured supplies for the remainder of the season, and after many delays caused by snow storms, and the cutting of a road through a dense forest, I reached the east boundary of township 43, range 8, on November 5, at its intersection with Red Deer river, but as the river was full of drifting ice, I had to wait till next day to cross the outfit over the ice bridge which formed during the night. Here, two of my horses died during the night. One of them had been sick for some time, and the cold weather likely killed him ; the other mired himself by breaking through the ice formed over a muddy hay swamp, and being unable to extricate himself, was found frozen stiff the next morning.

The east boundary of township 43, range 8, in sections 36 and 25, crosses a gently rolling country partly covered with green or dry poplar bluffs, broken by willow and hay marshes. The remainder of the township crosses a nearly level, burnt country overgrown with poplar and willow scrub, interspersed with small bluffs of dry poplar. Copeau river is intersected on section 25; a brook of about the same size as the river crosses on section 13. The land is first and second class.

The character of the country in township 41, as seen on the east boundary of ranges 7 and 8, is about the same in both ranges, and may be described as a gently rolling country heavily timbered with poplar, balm of gilead, scattered large spruce, mixed thick undergrowth of alder, soft maple, hazel, and willow. The poplar timber has been partly fire-killed in the eastern half of range 7, but the spruce which extends over both ranges has generally escaped fire, and is very suitable for lumbering purposes, if found in sufficient quantity. A large muskeg, partly bare, and averaging half a mile in width, extends over both ranges in the south half of the township. The land is first class, but owing to its bushy character, is not fit for immediate settlement.

In township 42, ranges 7 and 8, the country changes suddenly; it is all burnt and overgrown with willow scrub and occasionally interspersed with bluffs of small dry and green poplar, and broken by numerous hay marshes. A good sized creek enters range 7 on section 6, flowing in an easterly direction, and runs out on section 25. On the north shore of this stream is a pack trail leading from Nut lake to the mouth of Greenwood river, a tributary of Red Deer river. The land in these ranges is very suitable for ranching, if not for farming.

On December 2, owing to the great depth of snow on the ground and the want of feed for horses which were starving, I decided to close the survey and started for Yorkton where I arrived on the 14th, and after discharging my party and disposing of my outfit, left for home.

During the course of the season, I surveyed over 158 miles of base line and meridians. Owing to the great difficulties experienced in carrying the survey over a very wet and bushy country rendered nearly impassable by the frequent rainy weather which prevailed last summer together with the great drawback of having to pack supplies on horses from Fort à la Corne over such a country in which it often took from two to three weeks for two men with five horses to accomplish a round trip, I consider this mileage is fair, and do not hesitate to say that it will compare to advantage with the mileage made by any of the men employed by the day whose remuneration much exceeded mine.

Before closing this report, I would suggest that on survey parties where packing is necessary, the man employed on this duty should be paid a little more than the other labourers, say $1.25 per day. He is much exposed to the inclemencies of the weather, as for example having to sleep out away from camp the greater part of the time, is almost continually wet through, obliged to cook his own meals in addition to the other work, and generally journeys alone.

I have the honour to be, sir,
Your obedient servant,

P. R. A. BELANGER, D.L.S.

APPENDIX No. 18 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. K. McLEAN, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

ELORA, ONT., February 4, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to report as follows on the survey of township outlines in northern Alberta, made under instructions from you dated April 12, 1901.

Owing to the wet season, I had difficulty getting to the place of commencement, on the 5th meridian. I was able to go with wagons to the north-east corner of township 58, range 27, west of the 4th meridian; from there, I used pack horses.

The heavy growth of timber with which the country was once covered, has been burnt off. No sod has formed yet, although there is a heavy growth of blue-joint grass, with willow and poplar scrub, the leading horse would sink to the knees and those following made the trail almost impassable.

Upon reaching the 5th meridian, I retraced the east boundary of township 60, range 1, west of 5th meridian, to the overflow of the Pembina river. Nearly all signs of the 5th meridian have disappeared, although by re-running the line, the remains of the old wooden posts could usually be found.

The Pembina river was very high, and backed up through the lower places a long distance into the woods. I was unable to get across the river with a raft and, therefore, ran the section lines around to the north boundary of township 60, range 27, west of the 4th meridian. A great deal of the country along the east boundary of township 60, range 1, is fair land for mixed farming.

Township 60, range 27.—The north boundary of this township crosses several large muskegs generally burnt over with intervening spaces of poplar of fair size. The east boundary also passes through large muskegs with spruce timber. Very little of the township is suitable for farming. Bath creek runs northerly through the easterly portion; it is about thirty links wide with sand banks and bottom. It varied greatly in size when seen by me.

Township 59, range 27.—The east boundary passes through a fairly good country broken by muskegs. The timber has been burnt except in section 13, where there is a small area of spruce suitable for lumber, and mixed with poplar and cottonwood. The burnt country is covered with a growth of poplar and willow scrub. South of the timber on section 13, the country is very open, almost prairie. Very little scrub has come up, and a good growth of blue-joint grass covers the ground. These sections would make good farms. The soil is clay loam with clay subsoil.

Township 60, range 26.—The northerly portion of this township is much broken by swamps and muskegs. The timber has been burnt, although there is some poplar of small size still to be found. Where it is burnt over, the timber has almost all fallen, and a thick growth of scrub has sprung up. A small pond is crossed on section 34, and a dense growth of poplar from four to eight inches in diameter is met, which extends to the south about half a mile and westerly almost to Lac des Jones at the north-east corner. This lake extends south into township 60 a short distance and north

and north-easterly several miles. On the south side of the lake, there is a very wet, springy muskeg.

The east boundary of sections 35 and 26 passes through some fair country, but going east the land becomes very sandy with scrubby timber. This continues southerly to section 1 where some good land, very open and with occasional scrub and poplar, is met.

Township 59, range 26.—The east boundary passes through a fine open country with occasional poplar and willow scrub. There is a good growth of blue-joint and red-top grass suitable for hay, with wild vetches and pea vine on the higher portions. The soil is clay loam with clay subsoil and will make good farms; a number of small pieces of land were ploughed by intending settlers shortly after this line was run. Very heavy spruce from eight inches to two feet in diameter was found at the south end of the line, and extends almost across the township. It has all been killed by fire, but is sound and would make good building timber or lumber.

Township 60, range 25.—The row of sections along the south boundary are fairly good. The timber has been burnt, and scrub has since come up. The remainder of the township is of little value. Along the east boundary, the country is much broken by swamps and muskegs, and the timber has been burnt. Sand hills with intervening muskegs covered with jackpine are met in section 25; they continue to the north boundary and west along it. Helliwell lake is crossed on section 35, and extends about a mile and a half south-west and several miles north-east; it is narrow and shallow. Lac des Jones is met in section 32.

Township 59, range 25.—The country along the north boundary is open with some scrub. The land is of fair quality, the soil being clay loam with clay subsoil somewhat stony in places. The open country extends about two miles south, when heavy poplar, cottonwood and spruce, with occasional birch, are met. Large muskegs are also seen. The birch is from five to ten inches in diameter and the other timber is from eight inches to two feet. The large timber extends nearly across the township but is generally dead, having been killed by fires.

Township 60, range 24.—Sand hills with jackpine and occasional muskegs extend along the north boundary nearly to the Edmonton and Athabaska Landing trail on section 35 when open ; rolling, gravelly country with scrub is met. The jackpine on sections 34 and 35 and on each side of the base line is unusually large, being eight inches to two feet in diameter and growing very close together. Along the east boundary through sections 36 and 25, there is a strip of good country, very open with a fine growth of grass; considerable highland hay was cut here last season. The east boundary of this township commences in a lake, and a lake is crossed on section 25. South of this lake the country is poor. Another lake is crossed on sections 24 and 13. All these lakes are shallow with mud bottom. Rolling and hilly country continues to section 1, when a large muskeg is crossed. The south half of section 1 would make a fair farm.

Township 59, range 24.—Along the east boundary the country is very sandy; the timber is jackpine partially destroyed by fire. Large swamps extend through sections 13 and 12. Redwater river is crossed near the south end of section 12, and is about forty links in width with sand banks and bottom. South of the river, the country is open, almost prairie, and extends west about two miles. This land would make fair farms, although somewhat stony and gravelly in places. A settler located in the south part of the township devotes his time entirely to cattle. No grain was seen, but potatoes, onions, beets, and celery, looked well. The remainder of the township is much broken by muskegs. The trail from Morinville to connect with the trail from Edmonton to Athabaska Landing passes through the south-east corner of the township.

Township 60, range 23.—A lake about half a mile wide is found at the north-east corner of the township. Brulé and slash with high poplar and willow scrub extend almost to section 36 when poplar, cottonwood, and spruce of large size are met. This continues to the centre of the section where a large muskeg is crossed, and a dense growth

of poplar continues to the east boundary. The poplar extends south about half a mile; the country then becomes swampy with occasional ridges. This is a poor township, none of it being suitable for farming.

Township 61, range 24.—A lake with surrounding muskeg occupies the south-east corner. To the west, the country is rolling and open, and to the east is high and covered with scrub. An open valley in which considerable hay is cut, commences on section 12, and runs north-west. To the west of the valley, the country is sandy with jackpine timber. At the north end of the valley a field of good oats was seen, but the extent of land suitable for farming is very small. In sections 24 and 25, ravines with small creeks running into Flynn creek are crossed. The country is generally covered with a heavy growth of poplar scrub. Flynn creek is crossed in section 36. It is one of the chief branches of the Tawatinaw river and runs in a valley with abrupt sides and about one hundred feet deep.

Township 62, range 24.—The soil is generally light. A large grass muskeg is crossed on section 1. The Athabaska Landing and Edmonton trail passes along the west and north sides of the muskeg. In section 12, we begin to descend along the valley of the Tawatinaw river. This valley is about one hundred and fifty feet in depth and varies in width from twenty chains to about a mile. The meridian passes along the east side of the valley, descending and crossing the river in section 25, after which it follows the west side. The river is here about thirty links wide and two feet deep with a moderate current and sand bottom. A muskeg extends between the river and the foot of the valley. The timber has been destroyed by fire. In the valley, there is a light growth of scrub, while the sides are thickly covered. These townships are of little use for farming, while the growth of summer feed and hay is so scarce that they are of very little use for cattle.

Township 57, range 3, west of the 5th meridian.—The country along the north boundary of this township is open and suitable for grazing. The open country extends south about two miles and north to lake La Nonne. It is broken by small gravelly hills and not suitable for agriculture. Green bush commences about two miles east of the east boundary, but the timber is only suitable for firewood, fencing, and small buildings. Lake Majeau lies in the south-west part of township 58, range 3. It is about five miles long and from one mile to a mile and a half wide, and is shallow with marshy shore. Several settlers have located in township 58, range 3, around lake La Nonne. Some of them have a considerable number of cattle, one man having two hundred and twenty-five and eighteen horses. They secure hay along the small creeks and in the marshes. Although the feed for summer is plentiful not many more cattle could be kept as the supply of hay is limited. About half of the cattle were moved for the winter to Paddle river where there is said to be a large amount of hay. The settlers have abandoned grain growing, as there is no market at a convenient distance, and beyond growing some potatoes no cultivation is attempted.

I have the honour to be, sir.
Your obedient servant,

J. K. McLEAN, D.L.S.

APPENDIX No. 19 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. N. WALLACE, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

HAMILTON, June 19, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my field operations during the survey of township outlines in Alberta, in accordance with your instructions of April 19, 1901, and subsequent instructions of January 14, 1902.

I received the first named instructions at Calgary on April 25, 1901, and the next day commenced to organize and outfit the party. I left Calgary for Wetaskiwin on May 4. Here the balance of the outfit was received from Edmonton, and the organization of the party completed. On May 9, a start was made for Pigeon lake in order to run the east outlines of townships 45 to 48, range 2, west of the 5th meridian.

The condition of the road to the lake was very bad indeed, the mud being so deep that at times the horses could hardly stand, much less pull a load. As a consequence we did not reach the lake till May 15. From this date to June 22 the time was occupied in running the east boundaries of the four townships named. The weather was very wet, the whole party being drenched almost daily, the timber heavy, and the ground so soft that even pack horses could hardly move camp.

Having completed these outlines, I started for Ponoka on June 23, and reached there on the 26th, travelling over a very good road along Battle river. As no trains were then running, I had to send by road to Wetaskiwin for part of the outfit left there. I then moved southerly to Red Deer where I arrived on July 1. A few days were spent there getting supplies and men, the latter being difficult to obtain, as times were good and few men unemployed.

On July 5, I left Red Deer, and travelling some thirty miles across country south-westerly reached the north-east corner of township 36, range 4, where I was to commence operations. We had again a very bad road and being unable to hire an extra team at Red Deer, had to double trip almost the whole journey.

Between July 5 and September 12, I was engaged in extending the 10th base westerly for eighteen miles, and in running southerly twelve miles along the east of townships 35 and 36, range 5, and twenty-two miles northerly along parts of the east of townships 37 and 38, ranges 5, 6 and 7. On account of an unbroken belt of muskeg lands running north-westerly through some of these townships, which could not be crossed by horses, I could only run these outlines up for a certain distance from the south. On September 13, the outfit was moved north-westerly, and easterly around this area by the Mountain House road, and so, camping on the north side, the ends of the several lines were found and were continued up to the correction line.

After completing these outlines, and also the east of township 39, range 6, and of townships 41 and 42, range 5, I moved back south-easterly and ran the east outlines of townships 34 and 35, range 4. The whole of the jog at the correction line between these two townships lies in the bed of the Red Deer river, necessitating the planting of witness posts for both corners.

It was now the last day of October. One hundred and nineteen miles had been run, but there still remained forty four miles to run. However, the water in the lower lands had become very cold, and our outfit was a summer one. I therefore set out for Olds and reached there on November 2.

On November 4 I received your letter directing me to resume work when the ground was frozen. The outfit was, therefore, repaired, and on November 15, I set out again for Rocky Mountain House. During the subsequent two months, the weather was very fine. No snow fell till December 12, and this rapidly disappeared, except in the denser parts of the bush. The whole region is subject to the warm winds from the Rockies. The weather was so mild that the Saskatchewan was not regularly frozen over, even on January 5, and we had to make a dangerous crossing on an ice-bridge formed at a bend in the river.

The last post was planted on January 7, and we reached Olds on January 10, travelling nearly seventy miles in three days.

On my way out, I received your letter of December 21, in reference to surveys north of Edmonton. I, therefore, paid off the men after reaching Olds, instructing them to report again at Edmonton on the 20th. In the meantime, I kept one man and had the outfit taken to Edmonton. Your final instructions were received there on January 22, and we left for Lake St. Ann on the 24th. The work there was completed on February 20. I then moved the outfit back to St. Albert, and from there north-westerly to the north-east of township 60, range 23, reaching there on March 4.

The gap of twelve miles, which was left between the parts of the sixteenth base already run from the east and from the west, was then run, and also the east outlines of townships 59 and 60, range 22, and of townships 60 and 61, range 23. Even in this north country, the snow was all gone in the open by March 12, and in the bush by April 15. On April 12, I stopped operations and reached Edmonton on the 16th, and paid off the party next day. Having disposed of the outfit, I left Edmonton on the 22nd, and reached Ottawa on the 27th.

In all two hundred and twenty miles were run, twenty-five miles near Pigeon lake, one hundred and thirty-eight miles between Red Deer and Rocky Mountain House, twenty-one miles north of Lake St. Ann, and thirty-six miles about fifty miles to the north of Edmonton.

The country, through which these outlines run, is so extensive that only a general description of it is possible. In the field notes it has been described in more detail, every opportunity of gaining knowledge, when running the lines or moving camp, having been utilized.

Outlines near Pigeon Lake.

These comprise the east boundaries of townships 45 to 48, range 2, west of the 5th meridian. The country is flat and wet to the north, hilly near Pigeon and Battle lakes, and is a rolling prairie at the extreme south. For three miles north, and three miles south, of Pigeon lake, and again for a mile and a half south of Battle lake, the outlines run through a country heavily timbered with poplar, spruce and birch. Poplar is more common than spruce, and birch is somewhat rare. The spruce runs to 28 inches and very many trees are over 14 inches. The timber here is too valuable to be simply left for settlers' use. Lumbering is carried on, to a small extent, on the south shore of Battle lake, the logs going down to Ponoka by Battle river.

There is little open country north or south of Pigeon lake, but a good deal north of Battle lake and river. The part north of Pigeon lake suffers for want of a good road to the railway, but the Battle river district is already well served by a good road. The south of township 45 is the northerly end of an extensive open country.

Outlines between the Medicine and Red Deer rivers and Rocky Mountain House.

These outlines, aggregating one hundred and thirty-eight miles, extend over a district stretching some fifty miles north-westerly from the junction of the Red Deer and Raven rivers.

The country is of a mixed character, being in places open prairie, and in others thickly wooded, so varied that the character of one mile is seldom an indication of what the next will be.

With regard to the south-easterly part of the district, the most notable characteristic is an extensive prairie following the valley of the north branch of the Raven river. This prairie runs diagonally through township 35, range 3, township 36, range 4, and townships 37, ranges 5 and 6. It varies from one to three miles in width, and is about twenty miles long. A fine road runs through the centre, and the land is nearly all good.

To the south of this open area, that is in the angle formed by the junction of the Raven and Red Deer rivers, and comprising parts of townships 34, 35 and 36, range 4, the country is generally wooded. The higher lands form about two-thirds of the total and are lightly covered with poplar. The remaining parts are local swamps with spruce and tamarac, and require drainage.

Running parallel to, and about three miles north of the Mountain House road, there is a belt of low lying land of inferior quality. It is doubtful whether this particular area can be much improved, even by drainage, as there is hardly any soil in the numerous muskegs.

To the north of this last region, the land rises to a higher and more open country near Horsepound creek, forming parts of townships 38, ranges 4, 5 and 6.

Township 37, range 6.—The Clearwater runs through the middle of this township, and can be forded where it crosses the south outline. A large prairie area, being the western end of the prairie previously mentioned, lies to the east of the river. West of the river, the township is irregularly wooded, in places so lightly that good grass is abundant, and in others covered with scrubby willow with patches of spruce.

Townships 37 and 38, range 7.—Excepting the easterly third of township 38, these lie west of the Clearwater. There are patches of poplar, spruce and pine. Along the west outlines, the country is hilly, the outlines running across a succession of hills about 150 feet high, generally burnt bare, with very good grass in the numerous valleys. The foothills, however, are not visible from these outlines. The soil is generally second class, being somewhat sandy towards the west of township 37.

Townships 39 and 40, range 7.—The Saskatchewan river runs through these, about fifteen square miles being west of the river. There is a good ford at certain seasons opposite the ruins of the Rocky Mountain House. The part west of the river has many long ridges 60 feet high, with scattered pine and poplar. The soil is sandy in places. For about twenty miles to the north-west, the country is rolling, with a forest of Banksian pine and some spruce and tamarac, but very little poplar.

The eastern outlines of the two townships run through a flat country, very swampy towards the southerly part of township 40, and generally covered with scrubby willow, pine and tamarac.

Townships 39 and 40, range 6.—These two are generally flat along their westerly halves with a good deal of swamp area alternating with partly burnt and open lands. There is a good deal of open dry land around the south-west of township 39. The easterly halves are generally open and rolling, being either open prairie or else covered with a light scattering of poplar. This open area is the western end of an extensive open country running up from the east along Horsepound creek.

Townships 41 and 42, range 5.—The southerly four miles of these outlines run over a broken burnt country with windfall and second growth poplar. The southerly mile of township 41 runs across a high partly open country with light poplar. To the north of this, the land falls and is swampy. This area should be easily drained, however, as three large branches of the Medicine river cross the outline.

The timber in the district is of all sizes. The poplar generally is in small forests of five-inch trees, but sometimes they run to ten inches and even fourteen inches. The heaviest poplar is at the north-west of township 38, range 7. In nearly all the lower lands, not so wet as to be boggy, good spruce may be found, either in small groves or

in strips along the larger rivers. Trees running to twenty inches were frequently cut down on the line, but the groves are so scattered that it is hard to estimate their commercial value without more detailed knowledge. These groves generally extended along the outlines for a quarter of a mile when they would end as suddenly as they began. The timber is always good. The heaviest spruce noticed was along the east of section 12, township 37, range 5; sections 12 and 36, township 38, range 6; section 1, township 37, range 7; and sections 24 and 25, township 38, range 7, and at the north-east of township 38, range 8. The tamarack is always poor. Banksian pine running to 9 inches is abundant in townships 39 and 40, range 6, and to the west of the Saskatchewan. Birch is very rare. A few twelve-inch black pine occur west of the Clearwater and Saskatchewan rivers.

Outlines North of Lake St. Ann.

These comprise the north of township 56, range 4, and the east of townships 55 and 56, ranges 4 and 5. The Alexis Indian reserve covers the whole of township 55, range 4, except a strip of land half a mile wide along the west, and a mile and thirty chains wide along the north. The north-east and east of township 36, range 4, is covered with a dense forest of nine inch poplar, with alder thickets. The remainder of the district to the south and west is a good deal burnt over, especially the south of township 55, ranges 4 and 5, where there is a large open area with only a few burnt stumps. There are, however, patches of good timber still left, sufficient for settlers' use. The soil is generally second class. Only about a mile of swamp was crossed along the outlines. There is some fine spruce timber growing along the east of section 25, township 56, range 4, and also along the east of section 25, township 55, range 4. There is a good wagon road from Edmonton to the south shore of Lake St. Ann.

Outlines between Edmonton and Athabaska Landing.

These outlines comprise twelve miles of the sixteenth base across ranges 21 and 22, and the east outlines of townships 59 and 60, range 22, and townships 61 and 62, range 23.

The district lies about ten miles east of the Landing road. The surface is undulating and all more or less covered with timber. The north of township 60, range 22, runs through a thick forest of five inch to fourteen inch poplar extending about two miles to the north and south. The north of range 21, is through a flat swampy country with many willow and alder sloughs. These low lands extend across the west of the township. The township to the south is on higher ground and is generally covered with thick small poplar, scorched by fire at the correction line to the south.

Along the east of townships 61 and 62, the country falls to the north of township 61, where there are some large swamp areas. Beyond this it rises to the north, and is irregularly timbered. The northern part of the township is in a very attractive country. The soil is second class, where not swampy, and is not sandy.

Spruce and poplar over twelve inches occur on the east of sections 1, 12, 36, township 61, range 23, and of sections 12, 13, township 62, range 23, about one-fourth of the timber being spruce and the balance poplar.

Over nearly all the country surveyed perhaps the greatest hindrance to rapid settlement is the scarcity of good roads. Farmers will pay high prices for land near a settlement, rather than make their home in a district not supplied with a good road, even though land there may be better and far less costly. A large amount of individual labour has been spent on such roads as there are, but, by reason of its being so disconnected, it is all practically wasted.

Much time was lost in the earlier part of the season, owing to the difficulty of engaging and keeping men. Times in the west are very good and work plentiful. Men were therefore always ready to leave the party if the slightest hardship were encountered.

In conclusion I wish to express my appreciation of the aid given by my assistant, Mr. E. H. Phillips, in the various details of the work.

I have the honour to be, sir,
Your obedient servant,

J. N. WALLACE, *D.L.S.*

APPENDIX No. 20 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. C. DESMEULES, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

Murray Bay, March 14, 1902.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit herewith my general report of survey and subdivision of townships in northern Alberta during the season of 1901.

According to your instructions of May 3, 1901, I left Murray Bay by steamboat on the 15th and reached Quebec the following morning. Being a holiday, I had to wait until Friday the 17th to get my tickets. There were no through trains westward from Montreal until Sunday evening when I left Quebec and travelled without stopping until I reached Edmonton, Friday, May 24. My time was employed to June 6, hiring men, sending for the horses and wagons at Bittern lake and buying provisions.

After having sent ahead a part of my outfit and provisions, I started from Edmonton on June 6 with the whole of my party, but the most we could travel was about six miles a day; the wagons frequently stuck in the mud to the axles and the horses mired several times in a mile. Travelling continued in this way until I reached my starting point at the south-east angle of section 26, township 53, range 1, west of 5th meridian; it poured rain almost every day during the trip and the roads were in consequence the worst I have ever seen. I was glad to have the whole of my outfit and provisions with me before commencing the survey and not be obliged to send back for any, seeing that the roads were so fearfully bad throughout the whole country.

The subdivision of the last part of township 53, range 1, west of the 5th meridian, was commenced on June 18, and ended on August 14. This work proceeded very slowly owiug to the rough nature of the country, which was broken by steep hills and deep ravines, and covered with heavy bush, thick underbrush and windfalls; besides this, we had to open upwards of eight miles of road through solid forest to move camp. The wet weather during the whole of June and the greater part of July and also the traverse of over twenty miles of lakes in sections 19, 33 and 34, contributed a great deal to the delay in the execution of this work.

East boundary of sections 26 and 27.—This part of the country is broken and hilly, and covered with poplar from six to twelve inches in diameter, together with scattered spruce of large size and fallen timber. The soil is sandy loam, second class.

East boundary of sections 34 and 28. This part of the country is also hilly and broken by deep ravines with ponds of clear water in the bottoms. It is covered with a heavy bush of poplar and birch of large size. The soil is clay loam, first class. About two hundred acres of section 34 is covered with the waters of lakes 1, 2 and 3. Lake No. 1 covers an area of about twenty-five acres in the north-east corner of section 28. These lakes are fine sheets of clear water of irregular shape and deep, with thickly wooded shores.

East boundary of section 33. The line on the first quarter section crosses lake No. 1 at 22·70 chains, 17·74 chains in width; the shores are covered with poplar and birch trees six to twelve inches in diameter. The last quarter section is covered with

brulé and young poplar. A small corner of lake No. 3, 5·39 chains in width, is crossed at 74·37 chains: about fifty acres of land in the south-east quarter of section 33, are covered by lake No. 1, besides about ninety acres in the north-west corner by lake No. 5.

North boundary of sections 20 and 19.—This line runs over a comparatively level country with poplar and birch trees six to twelve inches in diameter, and clay soil of good quality.

East boundary of sections 29 and 32.—The country on the first of these two sections is rolling and covered with poplar and birch trees six to twelve inches in diameter, and is broken and hilly on section 32. On the latter section, lake No. 5 is met at 29·09 chains, 21 chains in width; the same lake is met again at 63·24 chains, six chains and thirty-two links wide. Lake No. 5 covers about one hundred and twenty-five acres of land in the north-east part of section 32. On both sections, the soil is clay loam, thickly covered with poplar and birch trees six to twelve inches in diameter except at the end of section 32 where it is scrubby and burnt country.

East boundary of section 18.—This line is through rolling country covered with a heavy growth of poplar and birch six to twelve inches in diameter, with a thick underbrush and fallen timber. A hay marsh is crossed at 58 chains, 3 chains wide by 5 chains in length.

East boundary of section 19.—The country on this line is undulating, covered with poplar and birch trees six to twelve inches in diameter, and a thick underbrush of willow and alder. The soil is a good clay loam. The greater part of the south-west quarter of section 19 and a fraction of the north-west quarter are covered by lake No. 4. It is a fine sheet of clear water with deep bottom, thickly wooded shores, and a considerable amount of hay in several of its coves.

East boundary of section 30.—This is broken and hilly with deep ravines and several spruce muskegs. On the hills are groves of large poplar with thick underbrush.

East boundary of section 31.—This line runs over a broken and hilly country with deep ravines, spruce muskegs and scattered growths of young poplar and heavy layers of fallen timber.

The part of township 53, range 1, west of the 5th meridian, above described, offers very little inducement to settlers for farming purposes owing to the rough nature of the country, but might serve as a timber reserve on account of the thick forest of poplar, scattered spruce and birch of large size, suitable for building, fencing and lumbering purposes. This part of the township might also be adapted to cattle raising because of the numerous hay swamps, lakes and ponds watering a great part of the country.

Township 54, range 1, west of 5th meridian.—The subdivision of this township was commenced on August 19 and ended on September 17.

North boundary of sections 36 and 35.—This part of the 14th correction line runs over rolling country covered with a heavy growth of poplar six to twelve inches in diameter and crosses a lake of 41·30 chains in width, extending 10·22 chains westward on section 35. The soil is clay loam.

North boundary of section 34.—At 5·03 chains a lake is met which extends 15·39 chains westward. The country on this section is rolling and covered with a young growth of poplar and a heavy layer of fallen burnt timber. The soil is a black loam of good quality.

North boundary of section 33.—This line runs through a muskeg extending 38·50 chains westward; thence, the land becomes dryer, and there is a space of burnt country up to 56·65 chains where Matchayaw lake is met; it extends through the remainder of this section and as far as 22 chains on section 32. The Sturgeon river is crossed by this line, its west side being at 24·43 chains on section 32. The river is here fifty links wide and three feet deep. It is crossed a second time at 31·25 chains, with the same width as above.

Matchayaw lake, an expansion of Sturgeon river, is a fine piece of water. It could not be traversed at the season of the year I saw it, as it had overflowed the whole sur-

rounding country through the woods, and it was impossible to set stations on its shores. This lake and Sturgeon river both offer inducements to sportsmen because of the innumerable feathered game frequenting them.

The country through the remainder of section 32 is swampy.

North boundary of section 31.—This line for the first 30 chains runs through a spruce muskeg strewed with fallen timber. At 44·64 chains, it crosses Sturgeon river, and six times more in a distance of 23 chains. The line ends on a ridge of about thirty feet overlooking Sturgeon river northward.

East bonndary of section 31.—This line was run southward over a rolling country covered with jackpine, six to twelve inches in diameter, commencing at eight chains from the starting point. The soil is sandy and of no great value.

East boundary of section 30.—The country over this section is rolling and covered with young poplar. The original forest was destroyed by fire some years ago; a few scattered poplars six to twelve inches in diameter are still seen amongst the fallen timber and windfalls.

North boundary of sections 19 and 20.—The country over these two sections is rolling and covered with a second growth of poplar intermixed with fallen timber. Kilini creek is crossed at twenty-six chains on section 20; it is thirty-one links wide, two feet deep, with sandy bottom. Several hay marshes along the creek yield an abundance of hay for the neighbouring settlers in township 54, range 2.

East boundary of section 20.—This line runs over a rolling country covered with young poplar, scrub and fallen timber intermixed as far as forty-four chains, then poplar, birch and spruce six to twelve inches in diameter, and heavy windfalls. The soil is sandy loam.

East boundary of section 17.—This line runs over a rolling country covered with poplar and birch trees, six to twelve inches in diameter, with scattered spruce of the same size, thick underbrush and fallen timber. At fifty-seven chains there is a spruce muskeg about eighteen chains wide, thence, poplar and birch.

East boundary of sections 19 and 18.—This part of the country is rolling and covered with young poplar, willow and scrub.

North boundary section 7.—This line in the first quarter section runs over a rolling country covered with a thick growth of young poplar and scattered bluffs of poplar of a larger size, together with jackpine, then poplar three to eight inches in diameter, thick underbrush and fallen timber. Kilini creek is crossed at 56 chains. It is fifty links wide, two feet deep, and sandy bottom.

North boundary of section 8.—The country through this section is rolling and covered with poplar three to eight inches in diameter, willow, thick underbrush of scrub and fallen timber as far as 55 chains, then spruce muskeg and fallen timber.

East boundary of section 8.—This line runs through a spruce muskeg as far as 14 chains, then over a burnt country covered with young poplar and fallen timber and windfall.

East bouudary of section 5.—This line runs over a rough and hilly country covered with jackpine as far as 10 chains, then poplar 6 to 10 inches in diameter as far as 20 chains, then scrubby prairie and a valley of six chains in width, at the bottom of which runs a small stream of clear water, then poplars three to eight inches in diameter as far as 50 chains, then brulé with young poplar and willow growing amidst a thick layer of fallen timber.

East boundary of section 6.—This line runs over a rolling country for the first quarter section, then rough and hilly to the end of the section. It is covered with poplar three to five inches in diameter and a thick underbrush amidst fallen timber. A hay swamp is crossed at 60 chains, three chains wide at the point of intersection. This part of township 54, range 1, west of 5th meridian, cannot properly be called a farming country; it is better adapted for ranching and raising cattle, as the valley of Kilini creek, about forty to sixty chains wide, contains a quantity of hay and grass. The creek has an average width of forty to fifty links and two to three feet deep; it mean-

ders through sections 7, 8, 19 and 20, and empties into Matchayaw lake on section 32 or 33. The surface of the country is broken, but not so rough as the part of township 53, range 1, above described. The original forest was destroyed by fire some years ago; no valuable timber is to be found in the west part, but some groves of large poplar still exist on the correction line at the northeast corner of the township.

The remainder of the township, according to reliable information, is much broken and hilly and contains numerous swamps and lakes. I, therefore, deemed it impossible to continue work under such disadvantageous circumstances and was obliged to close operations much sooner than anticipated; besides both myself and assistant and most of my party were taken sick owing to the hardships endured during the season through the roughness of the country surveyed and exposure to rain and dampness almost every day.

I, therefore, to my regret, left the field on Wednesday, September 18, and with much difficulty forded Sturgeon river near the south-east corner of township 55, range 1, west of the 5th meridian; there was no better crossing of the river and no bridge. I reached Edmonton on the 19th and after having settled accounts and disposed of my horses and outfit, leaving the whole in the care of Urbain Verreau, of New Lunnon, Alberta, crossed the Saskatchewan to the railway station, three miles southward of Edmonton, whence I started homeward on September 26 and arrived at Murray Bay on October 1.

I have the honour to be, sir,
Your obedient servant,

J. C. DESMEULES, *D.L.S.*

APPENDIX No. 21 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF C. C. FAIRCHILD, D.L.S.

SURVEYS IN ATHABASKA DISTRICT.

SIMCOE, ONT., January 30, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—Acting under instructions, dated April 20, 1901, for the survey of lands to be settled by 'La Société de Colonisation de la rivière La Paix,' I beg leave to report as follows:—

I left home on May 7 and proceeded to Edmonton, where I purchased my outfit with the exception of horses. Here, I learned that the overland trail to Lesser Slave lake was impassable, and, accordingly had a boat built at Athabaska Landing, from where we travelled by way of the Athabaska and Lesser Slave rivers to Lesser Slave lake.

On our arrival at Athabaska Landing, one of my men was found to be suffering from smallpox and was left there in charge of the North-west Mounted Police. On the passage up the river two more cases developed, and the men were sent back in charge of a man named Brown who later overtook us at Lesser Slave lake, bringing the man Page left at the Landing with him.

F. F. Tupper of our party was the next victim, but, as sending him back with attendance meant the weakening of my party too much, he remained with us and by exercising great care we escaped further infection and arrived at Slave lake where we went into quarantine on June 26. After examination and a thorough disinfecting, quarantine was raised on June 27, but a strong wind kept us storm bound until July 1, when we proceeded to the west end of Buffalo lake.

Here, after much difficulty, I procured three freighters and loaded them with 1,200 pounds each, that being a maximum load to take over the trail to Peace river at this season of the year. The teams left Slave lake on July 5 and arrived at Peace river on the 15th, travelling both Sundays.

After dispatching the freight, I bought twelve horses for 365 dollars from the settlers. They were small but were all broken as packers, and larger horses would have cost from 80 to 120 dollars each. I loaded eleven of them, and found that I still could not take all my outfit, and as a freighter could not be secured at any price I left the balance of the outfit to follow at the first opportunity.

After crossing Peace river I found the trail very good and proceeded for about twelve miles, the pack train made three trips as far as Mr. A. Brick's, where I left a large part of my supplies. The good trail continued for about eight miles farther, after which we had to open a road to the 6th meridian. This trail is very difficult owing to cut-banks, scrub, brulé, and bush.

Supplies are generally taken into the Peace river country either on sleighs, over the ice, or in late summer when the rivers are low and tracking is comparatively easy. Owing to the rapids in Lesser Slave river, winter travel is limited to the months of January, February and March, and an outfit leaving Edmonton much after March 1 is apt to experience difficulty before reaching Lesser Slave lake, owing to open water in places along the rapids.

The 6th meridian was easily found and re-traced in the green timber, but in the scrub and brulé on the north side of the river very few signs remain and the line was re-cut in these places. The post and mound at the intersection of the 21st base line with the meridian were found, and are in a good state of repair.

I extended the 21st base line across ranges 26 and 25, west of the fifth meridian, and opened out the sixth meridian across township 80. I then surveyed the remaining boundaries of township 80, range 26 and subdivided the township. I produced the meridian between ranges 25 and 26 south across township 79, ran the remaining outlines of township 80, range 25 and subdivided the northern third of this township and all that part north of the Peace river. I then made a traverse of Peace river across the townships.

The subdivison of township 80, range 25 and the traverse of Peace river were done while waiting for supplies from Lesser Slave lake. It was almost an impossibility to get freight through until September, supplies sent out from Edmonton which reached Slave lake on August 15th only arrived at Peace river crossing on October 1. As soon as these supplies reached me I proceeded with the survey of the line between ranges 24 and 25, township 79, intending to go thence to the 20th base line and close in on the correction line with the meridians between ranges 24 and 25 and between ranges 25 and 26.

On October 7, when within two miles of the correction line, I met with an accident that rendered further work for the season impossible. I very much regret the accident, as the weather and country were now in especially good condition for surveying and my supplies would have carried me a month longer. The only difficulty we now experienced was keeping our horses. Feed was scarce and the flies gone, so that it was nothing unusual to find some of the horses three or four miles from camp, and although I had provided them with five bells and every horse was hobbled, we lost two the day before leaving; two men remained behind to trace them but all their efforts were unavailing. I left instructions if they were found to send them down to Mr. Brick's to be kept until my return or held subject to your order.

On our return journey I left all the unused iron posts at Mr. Brick's, and at Lesser Slave lake I left my pack saddles, blankets, &c., and three horses to be wintered. I sold the remainder of the horses as most of them were not in very good condition after the season's work.

Resources, &c.

The Peace river country is essentially a grain and stock raising country. From Lesser Slave lake to Peace river and along the river there is a deep rich alluvial soil. North of the river, from the crossing westward, extends a large prairie, while the country to the south is generally heavily timbered. Along the banks of the river and on the islands there is some fine spruce, but farther back, poplar, cottonwood, and birch are found, the former predominating. The whole district might be described as a level plateau through which the Peace river and its tributary the Smoky river have cut great gullies from 400 to 1,000 feet deep. The bottom lands in the valleys are not extensive, and in many places the high banks slope directly up from the water's edge.

Farming is now carried on to a limited extent at the Peace river settlement, which extends from Peace river crossing westward about 20 miles along the north bank of the river. The settlement is on the river flats, and the produce is simply wonderful considering the latitude. Wheat and oats grown during the summer of 1901 were of excellent quality and the yield prolific. Potatoes, turnips, onions, and other vegetables grew to maturity in abundance, and I saw tomatoes grown and ripened in the open air.

The climate is even warmer than farther south; while a heavy snow storm was experienced in Edmonton and other parts of the North-west, late in September, we had at the same time only a heavy rain storm without frost.

Horses winter without feeding and in some favoured sections I was told that cattle could do likewise. Every one I met in the district, who had visited the Spirit river and Grand prairie sections extolled their adaptability for farming as being even better than the Peace river valley. These sections lie to the west and southwest of the one in which I was engaged, and from reliable information given me I am satisfied that they are unexcelled in the whole of the territories.

Lack of transport facilities is the district's greatest drawback. The Peace river is navigable in low water from the falls below Vermillion for a distance of 500 miles up stream. The Smoky river is not navigable, except in high water or in short reaches. What is needed is connection between this great waterway and the railroad line to the south.

The settlers are beginning to give more attention to the cultivation of the soil, the little settlement mentioned above, which consists of about tweny families in addition to the Roman Catholic and English Church missions, produce enough wheat, oats, potatoes, &c., for their own use, and this year will have a considerable quantity to sell to the traders and others not engaged in farming. This market of course is limited, but wheat sells for $1.50 per bushel, oats for 75 cents to $1 and potatoes at $1 per bag, and at the small grist mill in the settlement whole wheat flour is worth $6 per cwt.

Moose, caribou, and bear are still plentiful along the rivers and furnish a considerable part of the meat supply to the settlers. Hogs are now being raised, and as game becomes scarcer, pork will be produced in sufficient quantities for home use, although at the close of last season's work there were not two hundred pounds to be got in the whole district.

The heavy growth of timber will interfere with the early settlement of parts of the district, but the timber will no doubt form a considerable source of wealth in itself.

I have the honour to be, sir,
Your obedient servant,

C. C. FAIRCHILD, *D.L.S.*

APPENDIX No. 22 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF A. C. TALBOT, D.L.S.

SURVEYS AT LESSER SLAVE LAKE, ATHABASKA DISTRICT.

OTTAWA, March 25, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my field operations at Lesser Slave lake during the season of 1901.

In pursuance of your instructions dated March 20, I left Ottawa on the 30th and arrived at Edmonton on April 5. Here, I endeavoured to get a suitable boat to take my party, baggage and supplies from Athabaska Landing to Lesser Slave lake, but as none could be obtained, I sent an order to the landing by the first mail to have one built. I then turned my attention to securing freighters, but as much of the freighting in the district is now done by farmers, who at this season of the year were engaged seeding their farms, it was consequently difficult to procure the services of any of them, and it was, therefore, the 14th before I was able to secure two teams and wagons. In the meantime, I hired the men and bought the supplies necessary for the trip. The freighters left Edmonton on the 15th with about 5,000 pounds of baggage and supplies, but owing to rain and bad roads, they did not arrive at Athabaska Landing until the 22nd. The day was spent at the landing buying further supplies and getting the boat in readiness for the trip. We left Athabaska landing on May 24 and arrived at the lower end of Lesser Slave lake in the evening of June 1. It rained during the forenoon of the following day (Sunday), but in the course of the afternoon the weather became fine enough to enable us to get part of the baggage and supplies dried, which had got wet on the way up the river. On the morning of the 3rd, there was a strong easterly wind, and we resumed our journey, but before we were fairly out in the lake, the mast of our boat broke, and we were obliged to go to the shore to make a new one. By the time we got under sail again, the wind had increased to a gale, and although we started with shortened sail, we were very glad, after sailing a few miles, to take shelter at an island, where we were kept windbound for two days. The wind subsided to some extent by the morning of the 5th, and we again resumed our journey, but for a time, the boat had to be rowed against a head wind; we were, therefore, unable to cover more than a few miles during the whole day. A strong easterly wind on the 6th enabled us to sail across the lake, a distance of fifty-five miles, and we camped that night on Stony point, from where our survey commenced.

It rained for two days after our arrival at the lake; it was, therefore, June 10 before we were able to commence the survey of what is known as the southern part of the Lesser Slave lake settlement. Our progress was slow, as we had to work very frequently in water, swamps, or muskegs, and there were many rainy days as well. Four days were also occupied upon the preliminary survey, a work that does not appear on the plan or in the field notes. On July 17, we moved camp across the north-west bay of the lake, to the northern part of the settlement. The weather continued changeable and wet until the end of July when it turned fine and dry, and we made better progress. As this part of the settlement extends from east to west, a distance of upwards of twelve miles, I hired teams to move camp from time to time, in order to keep it near the work.

The country along the shores of Lesser Slave lake was originally covered with dense bush, consisting of poplar, balm of gilead, spruce and large gray willows, but through fire and the work of squatters, openings have been made, which are partly covered with brush and a second growth of timber. Salt prairie on Salt creek, at the east end of the settlement, and Big prairie at the west end, are partly open, and at both of these places, squatters have commenced farming on a small scale. The soil is generally second class, being a heavy clay with a thin coating of black loam in places. In the low lands along the shores of the lake and along Heart river and Salt creek, there is some good sandy loam suitable for the cultivation of vegetables. In some parts, the land is useless for agricultural purposes, because of numerous springs of alkaline water. There is not much farming done, as most of the squatters spend the greater portion of the summer freighting between Athabaska landing and Peace River landing, for the Hudson's Bay Company and others who have trading posts at Lesser Slave lake and farther north. The Roman Catholic and Anglican Missions, together with two or three squatters, have been farming to a considerable extent and will probably expand their operations now that the land is surveyed. The crops last summer were above the average, and, so far as I am aware, there was no damage by frost. Within a short distance of the settlement, there is sufficient spruce to supply the wants of the settlers for a number of years; it is large and of good quality. The Roman Catholic Mission has a steam saw-mill and planing factory, where settlers may procure at a reasonable rate all the lumber they want for building purposes. In connection with the saw-mill, there is a grist-mill, and a wheel for shelling barley, which are of great service to the settlement. There is a portable saw-mill on Heart river, east of Wash creek.

I was unable to survey a large area of the land applied for, owing to the unusually high condition of the water resulting from three successive rainy seasons; on June 1 last, the level of Lesser Slave lake was about four feet higher than it was three years ago, and it rose another foot during the two following months.

The large expanse of low lands at the head of Lesser Slave lake, where in dry seasons the settlers cut hay, was all under water, two to three feet deep. At Willow point, where a small village had sprung up during the rush to the Klondike, in 1898, nearly all the houses were surrounded by water and were abandoned. I surveyed the lots on the north side of the street, as they had been occupied for a time, and some of the occupants had fyled statutory declarations with the department. I did not survey the lots on the south side of the street, which had been occupied by a dozen squatters or more, as that portion was under water. It is doubtful if any of the original squatters in the village will ever ask for a grant of the land applied for, as every one has left the place and many have gone out of the country altogether.

Having completed all the surveys that could be made for the season at the head of the lake, I moved on September 18 from Big prairie to the Roman Catholic Mission, intending to proceed farther east the next day and survey a few lots on the north shore, as well as some at the lower end of the lake on my way down, but I was detained at the mission for nine days by east winds, five of which were stormy with rain, sleet, and snow. On Sunday, the 29th, the weather being fine and calm, we resumed our journey, rowing the boat, but a light westerly breeze in the afternoon enabled us to sail as far as Shaw creek before night; the next day the breeze increased and we reached the lower end of the lake early in the afternoon. I did not survey any lots on the north shore of the lake, as a few families of Half-breeds who had squatted at Shaw point and at Big point had all left; some have squatted on the Peace river and some at Grand prairie. Two or three lots were to have been surveyed at the lower end of the lake, but when I reached the place there was nothing but a narrow sandy ridge along the shores of the lake above water, and surveying was out of the question.

I reached Moose river, one of the tributaries of Lesser Slave river on October 1, and surveyed a lot for the only two squatters living between Athabaska Landing and Lesser Slave lake.

I arrived at Athabaska Landing on the 4th, and intended to survey a small settlement at Baptiste lake, a few miles from the landing, but I was informed that the settlement was deserted, with the exception of two or three squatters who were not anxious to have the land surveyed.

There was no freighter to be had at the landing when I reached there; however, some arrived from Edmonton on the 6th, whom I hired, and we left the following day for Edmonton. I reached Edmonton on the 10th, and after having discharged the party and stored the outfit, left on the 14th and arrived at Ottawa on the 18th.

In concluding this report, I desire to record my appreciation of the very cheerful and efficient manner in which Mr. J. D. Craig performed the duties assigned to him as my assistant.

I have the honour to be, sir,
Your obedient servant,

ALBERT CHAS. TALBOT, *D.L.S.*

APPENDIX No. 23 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF JOS. E. ROSS, D.L.S.

SURVEYS IN RAILWAY BELT, BRITISH COLUMBIA.

KAMLOOPS, B.C., February 18, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I beg to submit the following report on the surveys performed by me in the railway belt in the province of British Columbia.

The following comprises the principal part of the season's operations: a traverse of Adams river and Adams lake, a traverse along the east side of the Columbia river above Revelstoke, and the survey of the railway belt on the west side of the Columbia river above Golden.

The main object of these surveys was to determine and mark the limit of the railway belt in order to ascertain whether timber berths and mineral claims, which had been taken up, or applied for, near the boundary, lay in Dominion or Provincial lands. Where traverses were made, any lands suitable for settlement were surveyed into sections and except, where impracticable, lines were run to all the nearest section corners; in rough and mountainous places, the section lines were marked by witness posts, usually planted near the shore line.

The remaining surveys consisted of the subdivison of townships where settlers had located, and partial surveys of provincial lots and connection of these lots with the Dominion lands survey.

Adams river, which flows from Adams lake to the Shuswap lake, with a total fall of about 200 feet, is about seven miles in length, two to four chains in width, and three to four feet in depth. It is navigable for timber at certain stages of the water, but in the flat lands near the mouth, there are a number of large jams of driftwood which would have to be removed. About half way down the river, there is a canyon where a good water power could be secured at a small cost. The timber along the river is in general not valuable as timber limits, but there is a considerable quantity of fir and bull pine of medium size. With the exception of a few small flats along the river, the land is not suitable for farming.

The portion of Adams lake lying within the belt is rather more than twenty miles in length. The width varies from half a mile to two miles, and the depth appears to be very great. The lake is surrounded by a hilly and mountainous country timbered with a great variety of small woods. Though the timber could not be classed as timber limits, there is a considerable quantity of small to medium sized fir. In the valley of Pass creek, which flows into a large bay on the west side of the lake, there is good timber and land. The valley is half a mile wide and trends to the north-west. The Homestake mine is situated in this valley, just within the limits of the belt. Sufficient development work has been done on this mine to prove that there is a large body of ore. It will probably be some time, however, before it becomes a working mine owing to the ore being low grade and to the lack of transportation facilities.

On the Columbia river, from Revelstoke to the boundary, the country is mountainous and fairly well timbered with hemlock and cedar. There is only a small extent of

the timber valuable for lumbering purposes. This lies mostly in the cedar flats at the mouth of creeks which flow into the river. There is very little farming land in the valley. Only one settler so far has located here. The country is supposed to be fairly rich in minerals but, though there are numerous 'prospects,' no great extent of development work has been done. This perhaps is owing to the cost of transportation, of which the only means is by pack train. Last summer the citizens of Revelstoke built a steamboat which they expect to have running on the river the coming season. This, evidently, shows that they have faith in the country.

I intended to carry the boundary of the belt across the Carnes creek valley, but a bush fire prevented me from doing so. On the Columbia river, above Golden, I ran the boundary across several townships. I began the line near the Columbia river, ran over the Spillimasheen mountain, 3,000 feet high, and through the Spillimasheen valley to a range of high mountains. The boundary crosses the Spillimasheen at the junction of the north and middle forks of the river. The valley has been swept by fire and wind, and in consequence, the timber is lying in a mass of windfalls. In sections 4, 5, 7 and 8, township 23, range 19, west of the 5th meridian, there is a good timber limit of medium sized fir. On the middle fork, about two and a half miles above the junction, there is a fall of about 25 feet. The river is navigable for timber. The land in general is not suitable for farming. Comparatively poor progress was made on this survey, as considerable time was taken up in packing and cutting trails.

The surveys made to meet the requirements of the settlers were small and scattered. Land is now being taken up which a few years ago was considered altogether unsuitable for farming. Every patch of land, where a man can eke out an existence, is now being settled on. These settlers have a great many difficulties and drawbacks to contend against, such as lack of schools and roads.

On the surveys required in connection with provincial lots, a great deal of time is taken up in looking for corners and lines. In some cases, these marks are almost completely obliterated. In one case, I was unable to find any trace of the original survey.

The season was a very favourable one for surveying.

I have the honour to be, sir,
Your obedient servant,

JOS. E. ROSS, *D.L.S.*

APPENDIX No. 24 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF W. J. DEANS, D.L.S.

SURVEYS IN RAILWAY BELT, BRITISH COLUMBIA.

BRANDON, February 15, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on the work on which I was engaged during the past season in the railway belt, British Columbia. Your instructions of May 6 reached me on the 14th, and on the 20th I left Brandon for New Westminster at which place I arrived on May 23. I immediately organized a party and after procuring supplies left for Port Haney on May 29. The first work on which I was engaged consisted in making a resurvey of sections 31, 32 and the west half of section 33 in township 12 E.C.M. I found the greater part of sections 31 and 32 covered with water from two to three feet deep, the waters of the Fraser river having backed up and flooded all the low lands. These sections are subject to flood every year. The land is very low and covered with small willows and grass; considerable hay is cut on section 31 every year after high water. This section is fit only for pasture. Section 32 is much the same except the easterly half which is high and covered with small timber and windfalls. There is some good timber in this section. Having carried out your instructions regarding the surveys in township 12, I left Port Hammond on June 14 for North Bend. My work here was to renew the Canadian Pacific traverse along the railway from North Bend to Lytton and fix the position of all lots and reserves in the immediate vicinity of the railway. The Canadian Pacific Ry. follows the Fraser river from North Bend to Lytton, and is subject to many changes on account of slides and washouts. The original Canadian Pacific traverse was established shortly after the construction of the railway and the reference points were placed principally on telegraph poles. These poles have all been renewed and changed in many ways, so that all that remains to mark this original work is a few stubs of the telegraph poles. The switch posts and semaphores have also been moved. I intended if possible to start the renewal of the traverse at North Bend, but after a few days work in this part, I decided to go to Keefers and see if some definite mark could not be found there. Not finding any satisfactory reference point near Keefers, I moved camp to a point about two miles south of Lytton. I found the remains of a reference mark near the south boundary of section 35, township 14, range 27, west of the 6th meridian, and from this located station 706 on the traverse. I then ran the traverse backwards towards North Bend and was successful in finding the remains of quite a number of the original reference marks. I then ran the traverse, as in the original survey, from North Bend to Lytton. Having renewed the traverse between the north boundary of section 2, township 11, range 26, and the south boundary of section 35, township 14, range 27, west of the 6th meridian, I started to fix the positions of lots and Indian reserves in the vicinity of the renewed Canadian Pacific traverse. I had a great deal of trouble with these lots; the notes of the original survey do not close, and the marks on the ground have disappeared. In many cases the starting point was all that could be relied on, all other marks being destroyed. It is impossible to tell from the notes, if the traverse lines were intended

as boundaries, or if the boundaries extend to streams or other natural boundaries. There are no offsets given in the notes to show that these lots were intended to run to the river and streams, yet it seems impossible that anything else was intended. The position of lots 5 and 6 as shown on the Yale sheet is too far south by nearly a mile. The Indian reserves are generally well marked on the ground and can be identified without any doubt. One of the Indians on No. 7 Siska Flat Indian reserve removed the post on the south boundary of the reserve to his house, so that it would not be destroyed as he explained. There is considerable good agricultural land in townships 11 and 12, range 26, west of the 6th meridian. I subdivided these lands, and from the inquiries made, I think there will be quite a settlement between North Bend and Keefers in the near future. These lands are well adapted for fruit culture, I think quite as good as the Niagara Peninsula in Ontario. Apples, plums, apricots, peaches, and berries are easily grown and attain great perfection. The market for fruit is good and the prices high. These lands also produce wheat of good quality and quantity. The Fraser river affords an abundance of salmon; and good wages may be made at certain seasons of the year, mining the bars.

The climate is good, sickness being almost unknown. Taking everything into consideration, this is certainly a very desirable place for settlers. I carried the surveys across the Fraser river at three points, near Kanaka Bar, at Keefers, and near Chamoux Siding. Any further work required in these townships will in all probability be an extension of these surveys, so that I did not consider it was necessary to place reference marks along the Yale and Cariboo wagon road. The weather during the past season was generally good, not much rain. Bush fires in August and heavy fogs in September and October caused me much inconvenience and some delay in carrying out the work.

Having finished the work required between North Bend and Lytton, and the weather being wet and unfavourable for further field operations, I decided that it would be unwise to attempt to stay out longer. Accordingly on November 4, I moved into North Bend, and the 5th with the party took the train for New Westminster, arriving there the same day. I paid the men off and stored the outfit, and on November 9 left for Brandon, at which place I arrived on the 12th.

I have the honour to be, sir,
Your obedient servant,

W. J. DEANS, *D.L.S.*

APPENDIX No. 25 TO THE REPORT OF THE SURVEPOR GENERAL.

ABSTRACT FROM REPORT OF A. O. WHEELER, D.L.S.

TOPOGRAPHICAL SURVEY OF THE SELKIRK MOUNTAINS.

A. O. Wheeler, D.L.S., received instructions early last season to make a topographical survey of the Selkirk mountains adjacent to the line of the Canadian Pacific railway, paying most attention to that portion in the vicinity of the summit, visited by tourists and mountain climbers during the summer months.

A topographical survey of the Rocky Mountains was commenced in 1887, using the photographic methods, and a triangulation extended up the Bow valley as a base for the camera operations.

This survey was expanded on either side to a considerable distance and carried over the summit to the Beaverfoot valley. It was discontinued at the close of the season of 1892, owing to Messrs. J. J. McArthur and W. S. Drewry, who were in charge of the work, being detailed to conduct similar operations in connection with the Alaska boundary survey.

A topographical map reaching nearly to the summit, has been published in sheets covering 10° of longitude by 7½° of latitude or a block of about sixty square miles, but beyond this no finished map has been published.

It was intended to pick up this work where it had been discontinued and to commence operations in the Selkirks, the work to be subsequently connected with the general system of triangulation carried up the Bow and down the Kicking-horse valleys.

As a preliminary step in the work, Mr. Wheeler decided to make a hurried trip through the district in which his work lay, and on July 9 he started from Calgary for Revelstoke, taking with him an aneroid barometer and a prismatic compass.

He reached Revelstoke on the evening of June 11, after having stopped off for a short time at both Banff and Glacier House. The next day an examination was made of the long tangent on the Arrow Lakes Branch of the Canadian Pacific railway, which it was proposed to use as a base, and it was found that it would answer the purpose well, and that Mts. Mackenzie and Cartier would be excellent and easily accessible points from which to expand the triangulation to the east. On July 13, he joined two Canadian Pacific railway employees who were going on a prospecting trip up Mt. Mackenzie. Three days were thus occupied, and at the peak, the cairn erected by Mr. McArthur was found.

On the 16th, he started east along the railway, stopping at Greeley creek, Albert canyon, Illecillewaet, Laurie, Flat creek, Ross Peak siding and Cougar creek, and reaching Glacier House the next day where he remained for some days making several trips up the neighbouring mountains.

As a result of this preliminary trip it was decided to commence work at Albert Canyon village which is twenty-two miles from Revelstoke and twenty-five from the summit, and after getting together a party and outfit, they went under canvas at this place on July 8. From this camp as a base, excursions were made to the adjoining peaks. On July 9, an ascent was made along the trail up Moose creek to the summit of the high timbered ridge, south of the village. Here a temporary camp was pitched and the next day after making the rest of the ascent on foot, two stations were occupied on the high spur nearly due east of the village. The first station was at an altitude of

7,276 feet and 5,049 feet above the railway which it overlooks. The second point was on the same ridge and overlooks the two branches of Moose creek, its elevation being 7,825 feet above sea-level.

While these stations were being occupied some of the party had established a signal on a prominent point on the north side of the river and also one on the railway a short distance westerly from the station.

On July 13 and 14, a trip was made up the north branch of the Illecillewaet, along the road leading to the Wellesley mine ; after having reached a camp ground, the party divided, ascending on both sides of the valley to the crests of the slopes forming it. Two stations were occupied, that south-east of the stream being at an altitude of 5,640 feet and the one on the north at 7,047 feet.

The next points to be used lay across the main river, so camp was pitched in the thick timber on the opposite bank, and on July 16, 17 and 18, three stations were occupied, the first on the south side of the river, and the other two on the north side. While at this camp they met a party in the employ of the government who were opening a pack trail up Silver creek, in order to give access to the mineral deposits said to exist on some of its numerous branches.

On July 20, camp was moved ten miles westerly to Twin Butte siding, and at this place a station at an altitude of 6,996 feet was occupied.

On July 24, camp was taken to the westerly of the Twin creeks, and next day a station on the ridge adjoining the northerly of the Albert peaks was occupied.

Camp was moved on July 29 to an old mill site at Greeley creek, six miles from Revelstoke and the remainder of the month was spent on the ridges to the east of Greeley creek, and between it and the Twin creeks. Three stations were occupied at elevations of 7,241, 7,568 and 7,749 feet.

The Illecillewaet was crossed and camp pitched in the woods on the opposite bank on August 2, and in this neighbourhood work was carried on until the 8th when a move was made to Revelstoke.

The camp at this last place was located about three miles from town and was convenient to the tangent on the Arrow Lakes Branch of the Canadian Pacific Railway on which a base slightly under five miles in length was measured on August 12, 13 and 14.

It was in this locality that the work was first delayed by smoke from bush fires which were raging in the Columbia valley, and the party was eventually obliged to leave before obtaining the necessary photographs and angular readings.

From here they moved to the summit of the Selkirks, the outfit and party being transported by rail. The first ascent made here was of Mount Avalanche which they climbed on the 28th and on the following day the westerly of the Twin peaks was occupied.

On the last day of August an ascent of Mount Sir Donald was made. Mr. Wheeler, besides having his own assistants, was accompanied on this occasion by two Swiss guides who were resident during the summer months at Glacier House.

Work in this neighbourhood was continued until about the middle of September when a trip was made to Beavermouth where a few days were spent.

From September 18 to 20 they climbed and occupied stations upon three minor points around the Rogers Pass summit on Mounts Grizzly, Napoleon, and the northwest corner of Mount Cheops. Bear creek was explored to its head with the intention of making an ascent of the peak immediately to the north of the divide between this stream and Cougar creek, but broken weather prevented this route being used.

From the 23rd to 28th was spent at Illecillewaet station and Laurie mining camp, but owing to rain, clouds and snow on the upper slopes, only one ascent was possible, and but one station was occupied.

The only other ascent made near the Rogers Pass summit was that of Mount Abbot where a station at an altitude of 7,710 feet was occupied, at the crest of the long ridge usually ascended from Glacier House. During the first five days in October the weather remained fine and stations were occupied from Illecillewaet village eastward.

This practically closed the survey, and on October 8 the bulk of the outfit, the ponies and two members of the party were sent east to Calgary, while Mr. Wheeler and two men returned to Albert Canyon, where angular readings were taken on the signals lying to the east of that point, and a day or two later the angles at each end of the base near Revelstoke were obtained.

During the course of the survey the differences of elevation between the railway and the river at every mile post between Albert Canyon and Revelstoke had been taken, and as a continuation of this similar elevations from Revelstoke to Beavermouth were taken on October 13, 14 and 15 thus completing the field work of the survey.

APPENDIX No. 26 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF ARTHUR SAINT-CYR, D.L.S.

SURVEY OF A PART OF THE BOUNDARY LINE BETWEEN BRITISH COLUMBIA AND YUKON TERRITORY.

OTTAWA, March 29, 1902.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the report of my operations during the past season. On July 15, you directed me to continue the survey of the boundary line between the province of British Columbia and the Yukon Territory in conformity with the instructions of the previous year.

I first wrote Mr. Jas. E. Beatty, who was supposed to be in Whitehorse, Y.T., that he had been appointed assistant on my party and requested him to meet me at Caribou crossing. It is unfortunate that Mr. Beatty was unable to inform me at the time of his inability to join the party, as the absence of a capable assistant on survey work such as that on which I was engaged, leaves every detail to the care of the surveyor in charge, who cannot always personally direct his men. If men are unaccustomed to the work, however willing they may be, they will at times make blunders that cause delays which are serious in a country where the working season is so short.

I left Ottawa on July 19 and arrived at Vancouver on the 23rd. My party was soon organized, and on the 26th, we took passage on the Canadian Pacific steamer *Ha-Ting* for Skagway, Alaska, where we arrived four days later. Cariboo crossing was reached on August 3, and preparations were made to proceed at once to Windy Arm where you had instructed me to observe for latitude. We camped there on the 5th of the month. The weather had been unsettled since our arrival in the country, but on the 5th, it cleared sufficiently to render astronomical work possible, and on the 6th I was favoured for my latitudinal observation with a clear and calm night. As my 'star list' had been prepared beforehand, I was at liberty during the day to test the several adjustments of the instrument and to reduce the errors to as small a quantity as possible.

Description of the instrument used for the astronomical work.

The instrument used for the observations is a transit of aluminium alloy made by Stanley, London, and specially constructed for the determination of latitude by the Talcott method. The telescope is provided with a micrometer eye-piece, and carries at right angles with its horizontal axis, a special attachment holding a delicate level used solely when observations for latitude are made. A detachable arm, which is made to slip over the axis of the telescope to which it may be clamped, replaces the vernier arm whose clip-screws must then be released. This arm is provided with a clamp and a fine slow-motion screw. By this arrangement, the telescope with the fine latitude level may be moved bodily without in any way disturbing the relative position of the level with the longitudinal axis of the telescope. The fine slow-motion screw, which is placed near the lower end of the detachable arm where it rests against a projection from one of the standards, is intended to be used in the exceptional case when, after reversing the instrument 180° in azimuth, the bubble should happen to run close to the

end of the level, in which case it would have to be made to play near the desired position. In order to insure greater stability, the vertical axis of the transit has been made longer than is usual in this class of instrument. The object-glass has a clear aperture of one and three-fourths of an inch. The strongest eye-piece (60) was used for all star observations. As the altitude of my station was 2,000 feet above the level of the sea, stars as low as magnitude $5\frac{1}{2}$ could generally be observed. For convenience of observing, the telescope is supplied with a long diagonal eye-piece. The small oil lamp, which serves at night to illuminate the cross-hairs and graduated scale in the micrometer eye-piece, was found to be a constant source of annoyance, especially in unsheltered positions, on account of its irregular and reddish light which very often eclipsed the faint stars. For this and other reasons it was discarded altogether and the illumination was obtained from a small electrical battery, which weighs less than one pound. It rested on a support erected near the transit and the electricity was conveyed in the ordinary way to a small glass bulb facing the perforated axis of the telescope, where it was held in position by a special light device attached to the standard. When the light was not in use, as between each of the observations, the electric current was cut off, thus allowing the battery time to recuperate during the interval. To temper the light so as to suit stars of different degrees of faintness, glass shades of green colour were used and proved very satisfactory.

Every precaution was taken to insure the stability of the instrument; the tripod rested on hubs driven deep into the ground, and a weight was suspended from its centre. The fine latitude level used is chambered and its tube is graduated into sixty divisions numbered consecutively. When attached to the transit, the zero end of the graduation was nearest to the eye-piece of the telescope. In determining the value of one division of this level, I used the level-trier in the government observatory in Ottawa. The temperature at which the determination was made was recorded and every precaution was taken to insure accuracy in the results. The micrometer screw of the level-trier was revolved an even number of divisions and the resulting motions of the bubble recorded. After it had thus been made to run successively from one end of the tube to the other, a second series of readings was taken in the reverse order. The mean value of one division of the level was found to be $1''{\cdot}6$ for temperature 59° Far. This result was verified by Messrs. Fauthe & Co., Washington, U.S., who tested the level by means of their special level-trier.

The filar micrometer inserted in the common focus of the object-glass and eye-glass is composed of a sliding frame supporting a fine spider web. Motion is communicated to the frame by means of a finely threaded screw whose head is divided into one hundred equal parts. With this device, small differences of zenith distances may be accurately measured. On a glass scale placed at one side of the field of view are etched forty divisions, each equivalent to one turn of the micrometer, whose head is also divided into one hundred parts. This scale, therefore, indicates at any time the number of revolutions. By using the highest optical power provided for the instrument, the width of the field of the telescope was materially reduced, so that I had to choose stars whose difference of zenith distance was less than forty-five minutes of arc. Before commencing the observations for the value of one turn of the micrometer, the telescope was carefully adjusted to sidereal focus. This adjustment was never disturbed during the whole series of observations. The value of one revolution of the micrometer screw was determined by recording the times of transit of Polaris (near eastern elongation) across the movable thread, which after each observation was moved forward half a turn. Since it requires nearly three seconds of time for the star to move a second of arc in altitude, the accuracy of the results is greatly enhanced by this method. Frequent readings of the level were taken in connection with these observations and corrections due to its changes were applied to the results. As one turn of the screw has a rather large angular value, I deemed it advisable to observe the passage of the star across the movable thread at every half turn. This series of observations and the resulting mean value of one turn of the micrometer are recorded below, with the readings of the level.

AUGUST 5, 1901. Observation made on Polaris near E. elongation for determining the value of one turn of the micrometer.

Place: Station G. on western shore of Windy Arm, B.C. Latitude 60°.

Note: The micrometer head is divided into 100 divisions. The level is graduated consecutively from end to end. The zero is nearest to the eye-piece; one division of the level = 1″.6:

Chronometer time of elongation 19 h. 34 m. 32 s. Temperature 50°.

Turns.	Chronometer Time.	Level. N.	Level. S.	Corrections. For Curvature.	Corrections. For Level.	Corrected Time.	Time of ten ½ Revolutions*.	
	h. m. s.			s.	s.	h. m. s.	m. s.	
25	20-27-30	36·5	26·3	−·27	−6·2	20-26-56·8	52 16·7	
24·5	22 10			19·7	5·9	21 44·4	17·9	
24	16-50			13·8	5·5	16 30·7	18·5	
23·5	11 32			9·2	5·1	11 17 7	19·5	
23	6-13·5	36·2	26·0	5·9	4·7	6 02·9	18·1	
22·5	20 00·57			3·3	4·5	20 00 49·2	18·9	
22	19 55-41			1·8	4·2	19 55-35·	18·1	
21·5	50 26			0 7	3 9	50 21·4	18·2	
21	45 11	36·0	25·8	−0 2	3·7	45-07·6	17·4	
20·5	39 57			0 0	3·3	39 53·7	18·3	
							s.	
20	34 43			0 0	2 9	19 34 40·1	181·6	
19·5	29 29	35·8	25·5	0·0	2·5	19 29-26·5		
19	24 11			+0·2	2 0	24-12·2		
18 5	18 59			0·7	1·5	18-58·2		
18	13 44	35·5	25·2	1·8	1	13 44·8		
17·5	8 28			3·3	1	8 30·3		
17	19 3 12			5·9	1	19-03-16 9		
16·5	18 57-55	35·5	25·2	9·2	1	18-58-03·2		
16	52 37			13·8	0 6	52 50 2		
15·5	47-16			19 7	−0 3	47 35·4		
15	18-41-55	35·3	25·0	+27 0	0·0	18 42 22·		

m. s.
$\frac{1}{10}$ of 52 18·16 = 313·816 s. time.
= 1′ 18″·24 arc.
Log. sin. 1′ 18″·24 = 8·3582948
Log cos *s* = 8·3288959
Log sin *i* = 6·6871907
i = 100″·373
100″·373 × 2 = 200″·746
− ·072 refraction
200″·674

Chronometer was gaining 3·5 s. in 24 hours. Correction for it is therefore inappreciable.

* These results were obtained by subtracting the corrected time of the 20th turn from that of the 25th turn; the 19·5th turn from the 24·5th turn, &c.

In every observation for latitude, the bisection of the star was perfected at the instant of culmination, which time was called by my recorder who kept in front of him the chronometer and the star list on which the computed chronometer time of culmination of each star had previously been arranged. The stars were observed in pairs, one culminating north and the other south, and they were chosen so that, with one exception, all those observed have a zenith distance less than twelve degrees.

The star list was made from the Berliner Jahrbuch for the year 1901. The apparent places of the stars used were, wherever so given, taken directly from the table and interpolated for the date on which the observations were made. The places of a few stars used in the list had, however, to be reduced from their mean to their apparent places by the following formulæ:—

App. R.A − R.A 1901.0 $+ tm + f + g \sin (G + \alpha) \operatorname{tg} \delta + h \sin (H + \alpha) \sec \delta + [f' + g' \sin (G' + \alpha) \operatorname{tg} \delta]$.

App. Decl. = Decl. 1901.0 $+ tm' + g \cos (G + \alpha) + h \cos (H + \alpha) \sin \delta + i \cos \delta + [g' \cos (G' + \alpha)]$.

The value of the last term in each form, amounting generally to a small fraction of a second, was, for that reason, neglected in the final result.

I append herewith the record of the observations made on August 6 on 13 pairs of stars, on the west shore of Windy arm for the determination of the 60th parallel at the astronomical station G.

OBSERVATIONS FOR LATITUDE

At the western shore of Windy Arm, Station G, August 6, 1901.

Aneroid Barometer 27·8 ; Temperature 52°. Calm and bright night.

Stars from Berliner Jahrbuch.	N or S	Readings, Micrometer.	Level. N.	Level. S.	Declination.	Corrections. Microm.	Corrections. Level.	Refraction.	Latitude.
					° ′ ″	′ ″	″	″	° ′ ″
β Draconis	S	25 20	23·3	33·5	52 22 46·98				
f "	N	14·715	35·3	25·0	68 12 12·61	−17 32·03	+1·40	−0·31	59 59 58·86
ω "	N	17 20	35 5	25·3	68 48 32·85				
γ "	S	22 85	24·5	34·7	51 30 20·63	− 9 26·90	+0·64	−0·17	59 59 60 31
δ Ursæ Min.	N	21 08	34 3	24·0	86 37 07·47				
β Lyræ	S	18·80	23 0	33 5	33 15 11·42	+ 3 48·77	+0 72	+0 08	59 02
δ Draconis	N	13·80	34 0	23·8	67 29 35·09				
χ Cygni.	S	26·11	26 5	36·8	53 11 29 10	−20 35·15	−2 20	−0 36	54 39
θ "	S	20 10	25·8	36·0	49 59 50 80				
ε Draconis	N	19·75	37 0	26·5	70 01 16·56	− 0 35·12	+0·68	−0 01	59·23
θ Cephei	N	21 03	38 5	28 0	62 39 59·44				
6 H "	S	19·18	26·7	37·3	57 13 46·42	+ 3 05·62	+1·00	+0·05	59·60
π Cygni.	S	26·365	25 0	35·6	48 51 22 46				
24 Cephei	N	13·52	35·0	24·3	71 51 26·31	−21 28·83	−0 52	−0·39	54·65
4 Cassiopeiæ	N	16 85	37·2	26·7	61 44 31·17				
β "	S	23 11	29 3	40 0	58 36 20·84	−10 28·11	−2 16	−0·18	55·56
χ "	N	22·865	35 0	24 2	62 23 11·87				
η "	S	17·10	26·5	37·3	57 17 32·98	+ 9 38·44	−1·84	+0·16	59·19
γ "	N	20 745	37·5	26·5	60 10 53·90				
δ "	S	19·05	24·0	35·0	59 43 17·55	+ 2 50·06	+2·00	+0 05	57·84
ι Persei	S	20 45	26·7	38 0	48 07 40·06				
50 Cassiopeiæ	N	19 20	37 5	26·0	71 56 28·54	− 2 05 42	−0·48	−0 03	58·37
ι "	N	19 25	37 2	26 0	66 57 21·60				
γ Persei	S	20 59	26 5	37 8	53 07 04 22	− 2 14 45	−0·44	−1 01	57·98
α "	S	24·375	26·8	38·0	49 30 27 77				
5 H Camelopardis	N	14·81	38·8	27·5	71 01 27 40	−15 59·72	+0·60	−0 28	58·19

Mean Latitude 59 59′ 57·94″
Probable error of mean 0·356″

The final result for the latitude of the station, where the astronomical observations were made, is the arithmetical mean of all the determinations made at that station.

During the time occupied in taking the observations, the men had not been idle. Supplies had been packed into the mountains east and west of Windy arm. When this work was well under way, a few men were set at opening the line through the bush, whilst others were erecting the monuments and delivering posts wherever required for the final delimitation of the boundary. This part of the work was completed by August 27; we then returned to Caribou crossing.

Method of survey and description of the country crossed by the 60th Parallel, between lake Bennett and the Takhini river.

At Caribou crossing, four men were put in charge of the pack animals and instructed to proceed with the least delay to the western extremity of West arm (lake Bennett), distant thirty miles from Caribou crossing by the road followed with the horses. There being no trail of any description between the two places, they had to make their way as best they could, but as I was not expected to reach West arm with the survey ere several days had elapsed, it gave them sufficient time to bring the outfit safely over the rough ground and across the Watson and Wheaton rivers, which they had to pass shortly after leaving the railway station.

The beds of these streams are dangerous quicksands and as, at this time of the year, the water was too low for swimming the horses, the men were cautioned to ferry them over on rafts.

I formed two parties out of the remaining men. One, with boats, carrying a camping outfit and supplies, was to gain the entrance to West arm, thence following its southern shore, enter Munroe lake with which it is connected by a rapid stream. They were instructed to keep a sharp lookout for me so that I could signal to them from the top of the mountain showing where the line ran both east and west of Munroe lake and also where it crossed the crest of the mountains to the west of this lake.

With the rest of the men, I went by water to astronomical station H, established on the eastern shore of lake Bennett by Mr. G. White-Fraser in 1899. We arrived there in the afternoon of September 2, and the next day, the first tangent on this new section of the boundary was produced due west across lake Bennett (three quarters of a mile wide) and up the steep and rugged slope of the Bennett mountains. The first station on this line was established on a small plateau at the extremity of a spur from the main range. This plateau is the only suitable place for a monument between the western shore of Lake Benuett and the top of the mountains. It is three-quarters of a mile distant from the lake and 2,225 feet above it. From this spur to the point where the line crosses the range (5,930 feet above the sea) is a further distance of three quarters of a mile. We arrived at the summit early enough in the afternoon to have produced the line the same day as far as Munroe lake had the advance party been on hand at the appointed place. But I could see nothing of them in the valley below. Hoping still to finish the work the same day and avoid a second climb of the mountain, I waited on the summit till long after the sun had set. But the men did not appear, so that we had to return to our camp at Lake Bennett, feeling greatly disappointed. Next morning at day break, we were climbing again, but this time carrying our blankets, for we were resolved to remain on top over night rather than have to make the ascent of this mountain a third time. On our arrival at the summit, we erected on a high cliff a large flag to let the other party know that we were ready to give them the direction of the line. At 10 o'clock, no one having yet come in sight, I dispatched two of the men who had accompanied me, to the valley below. They were to find a way through the crags and deep ravines which form the western slope of these mountains and to continue through a forest to the shore of Munroe lake, which we could plainly see from our high station. After the location of the line was established, they remained in the valley till we called for them with our boats which came by way of the west arm

of Lake Bennett. By 6 o'clock, the work was completed, and on the following night, we were again all re-united at Munroe lake. From the summit of the Bennett mountains, distant 183 chains from astronomical station H, I deflected the line by an angle of six minutes and forty-five seconds to the north. Munroe lake is three and three quarter miles long by one-third of a mile wide, and is very deep ; it is fed by numerous mountain streams rising in glaciers south of the line. It empties into the west arm through a shallow stream less than half a mile long. The line intersects Munroe lake at half a mile from its southern extremity, where the land which adjoins it is boggy and partly covered by alders. Half a mile farther, there is, however, good timber, mostly spruce and pine. This forest extends along the eastern side of the lake and up the western slope of the Bennett mountains, where at an elevation of about five hundred feet above the lake, the spruce and pine are replaced by groves of balsam of large size. At the time of the survey, a logging camp was in operation near the south end of the lake, and the logs after being floated to West arm, were towed across it to Mill-haven, where there was a sawmill in operation.

Another day was spent in producing the line from Munroe lake to the summit of the next range, which is called Brown mountains (altitude 5,655′) and which is the western limit of the watershed of Munroe lake. From Brown mountain, where the line is again deflected north by three minutes, a good view of West arm is obtained. Its southern shore near its entrance into Lake Bennett is formed of a high terrace between which and the foot of the mountains nestles a lake high above the level of Lake Bennett.

On September 7, the line had been successfully carried across Latreille creek, and on to the farthest visible point on the line, which is a mass of ice, on the northern side of Munroe peak (altitude 6,735′), two miles west of Brown mountain. Between these two mountains, there is a deep valley which is quite devoid of timber where the boundary crosses it. Latreille creek flows northerly through this valley for about two and a half miles from the boundary, then turns easterly and empties into the northern end of Munroe lake.

Beyond Brown mountain, the country is a chaos of formidable peaks with spurs curving in all directions and forming vast amphitheatres partly filled with glistening ice-fields, whose surface is rent by wide and sometimes very deep fissures, across which it would have been unwise to venture, there being at that season not enough of the previous winter's snow left to insure a good footing. To have gone into these mountains with the outfit would have imposed on the party a great deal of hardship and possibly unprofitable work. To avoid these dangerous mountains, we went by Munroe lake and West arm to the mouth of West Arm river, hoping to find this range more accessible from the western side. But here too, the mountains appeared to be impassable, the most forbidding amongst them being Cleft mountain, a bold mass with almost perpendicular sides. We camped for the night near the mouth of the above mentioned river. In the morning, we began preparations for our next trip. As the party in charge of the pack animals had not yet arrived at this, the appointed place of meeting, I left instructions that as soon as the horses had rested, they should go westward up along Crozier creek to the mouth of MacAuley creek and cache their supplies at that point. Two men were left here with instructions to proceed to Lake Partridge, distant four and a half miles from our camp, and keep a sharp lookout for our appearance on the crest of Cleft mountain and mark the line on both shores of Lake Partridge.

Early the next morning, we were travelling in the direction of Munroe peak, where our last station on the line had been established a few days before. After crossing several wide branches of West Arm river, we reached a pine flat which afforded us fair travelling; then we struck Lemieux creek, a mountain stream coming from the southeast: we followed its bank for three-quarters of a mile when we were confronted by a very imposing canyon, and it looked now as if our progress in that direction would end. To the south rose clusters of immense crags, on top of which grew a few scrubby

trees. Although the opposite side of the canyon appeared to be almost as rough, we made the attempt, and after climbing a succession of terraces we soon stood 2,500 feet above the valley. We travelled south-east along the base of a mountain, keeping up nearly the same altitude and avoiding by so doing the widest and deepest sections of the ravines. After crossing many rock slides we came out of the gorge which here widens out into a valley where all the timber has been fire-killed. We camped by Lemieux creek, the same stream we had followed up to the canyon early in the day. The next morning, we started for the last station on Munroe peak, but we met with so many obstacles that it was late in the afternoon before we came in sight of it. Here, we discovered that the route which had been followed by Alexander Munroe when setting his signal, had become impracticable, the little snow which had enabled him to get to the glacier having since totally disappeared under the rays of the sun. I had to look for another route, and when I at last stood at the station, the sun had already set, but we succeeded in running the line that night as far as a ridge overlooking the valley in which we had camped. Next day, the line (deflected north by four minutes and thirty seconds) was marked at the intersection of Lemieux creek and also on the crest of Cleft mountain, where a long base to be used in determining its distance from the western shore of Lake Partridge was measured. In the afternoon, the line was produced to its intersection with the western shore of the lake, where it struck one hundred and forty-two feet from the 60th parallel. This completed the preliminary survey of the boundary for a distance of twelve miles from Lake Bennett westward to astronomical station J.

Lake Partridge to Primrose River.

West of Lake Partridge, the general character of the country crossed by the boundary presented greater difficulties than in the section previously surveyed. Pack animals could not be used, so we had to take with us a camping outfit and sufficient supplies to carry the survey across the mountains.

After leaving station J (post 102), the first point reached on the line was a crag whose summit is 1,200 feet above the lake, which is visible from the post. It would, therefore, have been an ideal location for a monument, but on closer examination, it was found that where the line intersected it, its crest was a mere knife-edge of ragged rock, too narrow to build a cairn on. A picket was, however, left here as a temporary mark and the survey continued in a westerly direction. From this picket, the line drops four hundred feet into a narrow valley inclosed between high mountains with steep slopes and, for two miles west, follows up this valley, which is then abruptly terminated by an unbroken line of cliffs, eight hundred feet high. A glacier, whose main body lies in the south-west angle of this valley, extends along the foot of this wall. A stream which drains numerous ponds at the base of the glacier, flows eastward through this valley, and after making its way through a canyon, one mile from its head, joins Lake Partridge a quarter of a mile south of the boundary line.

On September 22, we camped in the western end of the valley within sight of this obstacle, and the next day, after several vain attempts to overcome it, we had to turn in a southerly direction and follow the edge of the glacier. After a difficult climb of several hours, we stood on the crest (6,250 feet above the sea) of this barrier, but only to find ourselves on the top of a narrow plateau covered with newly fallen snow, a foot deep, and in a dense fog which prevented further progress for the time. The damp south-westerly wind, which then prevailed, appeared to be the principal cause of the fog, which detained us here for two days, the fog lifting only occasionally for a very short time, just enough to show that we were surrounded by dangerous slopes and precipices. During this time, we had to sleep in the snow exposed to the fierce blasts of the storm. Finally, near noon, on the 25th, the wind veered to the north, and by 3 o'clock, the fog had cleared away. Then we saw that the plateau on which we stood sloped off suddenly to a large glacier to the north. This at first sight appeared to afford

the only safe way to the valley below, and on that assumption, some of the party began its descent by cutting steps on its icy surface. But it soon became evident that this operation would require hours of arduous and risky work, for the difficulties met in travelling over glaciers increase with the descent, both on account of the fissures which become wider and the increased steepness of its surfaces which at the foot of the glacier frequently end in a sheer drop. We then turned our attention to a careful examination of the different 'couloirs' opening from the plateau, till on the western edge we found one down which we let ourselves; from ledge to ledge, instruments and baggage were successfully lowered by means of ropes. This descent of 1,800 feet cost us several hours of hard work and anxiety. On reaching the foot, we found ourselves on a succession of glacier moraines covering the whole bottom of the valley and interspersed by numerous ponds. Several creeks take their rise here, some flowing into MacAuley creek, whilst others flow towards the south-east. We travelled west through this valley till dark, when we bivouacked near the foot of another large glacier in front of us. Here, the waters from the ponds at the foot of this glacier flow both north and south, those running north joining Boudette creek, one of the tributaries of Wheaton river, which after a very devious course, empties into Lake Bennett at a point three miles north of the entrance to West arm. The waters flowing south finally empty into the southern end of Lake Partridge.

From this camp, I sent a man to a cache of provisions which he had helped to build at the junction of Crozier and MacAuley creeks. He also took a message to the head packer, who was supposed to be at the cache, to bring us supplies, and firewood, of which we were sorely in need.

After leaving Lake Partridge, no timber is to be found within several miles of the boundary line. To the bodily discomfort caused by the lack of fuel at this season was soon to be added the lack of sufficient food supplies, for the man I had dispatched with the message to the head packer, lost his way through the mountains, and after roaming along the Wheaton river, arrived at the cache only on the third day, and in an exhausted condition. More unavoidable delays occurred both at the cache and on the road to our camp, so that when the pack train arrived, our diet for several days had consisted of uncooked rolled oats, a very strong food no doubt, but one which can hardly be relished when exclusively used at every meal.

In the meantime, the line had been, at 226·70 chains west of Lake Partridge, deflected north eight minutes and thirty seconds, and produced across the valley and glacier mentioned, and thence to a very high peak at the western end of a range of mountains running along the north side of the line to Primrose river, an important tributary of Takhini river. From this peak, where another deflection of three minutes was made, the line runs diagonally across a wide valley whose waters empty into Primrose river, less than a quarter of a mile north of the line. On the south side, two smaller valleys hardly one mile apart and running parallel, carry streams of water from glaciers farther south. On joining the main valley, these streams run in opposite directions; the most easterly is Jones creek flowing towards the south-east, whilst Radelet creek turns westerly towards the Primrose river which it joins after rushing through a canyon and dropping several hundred feet to the valley below.

After intersecting Radelet creek, a third deflection amounting to eleven minutes north is made in the line which now ascends the northern slope of rough mountains till it reaches an altitude of 4,940 feet above the sea. Looking west from this point, Primrose river lies in a valley below. It runs northwards and at about one and a half miles from the boundary, it expands into Lake Primrose, a shallow body of water (altitude 3,510 feet above the sea) averaging half a mile in width. Its contour has been mapped from photographs taken from my highest stations in the mountains east and west of the lake, and also from vertical measurements made with the transit, but its total length remains undetermined, for, at about ten miles north of the boundary line, it curves around the base of a high mountain which hides it from view. Primrose river is 375 yards wide on the boundary and during high water must be a formidable stream.

It heads from extensive ice fields south of the line. A large, sparsely timbered flat, about half a mile wide, extends along the eastern bank of the river, both north and south of the line. The distance between station 'J' (post 102), and station 'K' (post 114), is thirteen miles and a quarter.

Fire has destroyed what timber there was on the western side of the river in the vicinity of the boundary. Farther north and west of Lake Primrose, there are still groves of spruce and pine which, owing to the boggy ground between the lake and the foot of the mountains, have been protected from fire.

From Primrose River to Takhini River.

From station K (post 114) the survey of the boundary was carried across Primrose river and continued along the eastern slope of high mountains which separate its valley from that of the Takhini.

At one mile and a quarter west of this post, the line strikes the crest of a ridge, where we erected a stone cairn. West of the ridge, we had to cross a glacier three-quarters of a mile wide to reach a higher spur (3,265 feet above the valley) on the line, where we also erected a cairn. Both of these cairns are visible from the valley of Primrose river. Between this spur and the summit of the range (7,025 feet above the sea) there is another glacier flowing north across the line. From the summit, we had a wonderful view of the surrounding country and mountains, the whole clothed with a thick and uniform covering of newly fallen snow in the midst of which there appeared blue patches of ice, and the black walls between which the ice rivers wind their course.

Rothwell peak, one-quarter of a mile south of the line, is the highest (7,470 feet above the sea) in the neighbourhood; it is surrounded by immense ice fields and forms a remarkable land-mark.

On the summit, we built a monument. West of this is a third glacier lying at the bottom of a valley so deep that the rays of the sun very seldom reach its lowest level which remains filled with large blocks of ice. One mile and a half beyond this chasm and precisely on the line, rises a lofty mountain capped by an overhanging mass of ice of great thickness, the most formidable obstacle yet met on the line. Throughout this ice, numerous wide fissures could plainly be seen.

Over this ice-cap, I tried on October 8, to run the line. We had just had a severe snow storm and the men who had to take the line were, therefore, cautioned to exercise the utmost care in travelling over this treacherous glacier, which appeared to be honey-combed by crevices, possibly covered on top by a thin sheet of recently drifted snow, which would barely carry a man.

To get to the mountain, they had to travel a few miles in a southerly direction. Four hours after their departure, they could be seen wending their way along the base of the ice-fields and, as we thought, searching for a suitable place from which to begin the ascent. A fierce wind was blowing at the time lifting the light snow in great clouds which occasionally hid them entirely from view and interfered seriously with our signals. They were, however, moving slowly towards the line from which they did not appear to be more than one hundred feet distant when they unexpectedly stopped, and although we signalled to them for nearly three hours, they never got any nearer to it. They had, however, raised a flag pole, from which I had already measured the angle to the line. By ascertaining the distance between my station and this picket, I could easily have calculated the proper offset from the flag-pole and could thus have located the line later on; but just as they were leaving the peak to return to camp, I noticed to my dismay that they were carrying away the picket. This unfortunate affair left us without any mark from which to resume the survey later on. Another attempt was made the next day but a thick fog settled down just as we got near the top of the peak, and though we stood on this peak for several hours, the fog never lifted sufficiently to allow us to complete the work. The weather remaining unsettled, I saw the uselessness for the present of trying to continue the survey of these altitudes.

In our last ascent, I had through the occasional lifting of the mist, got a glimpse of a deep valley lying south-west of the line, and which did not appear to be very distant. I conjectured that it must be either the valley of the Takhini or of one of its tributaries. This discovery made me hope that it might still be possible to carry the survey as far as the river. It was imperative that this piece of work should be completed now; if not, it would have necessitated a special journey all the way from Lake Bennett merely to survey these four miles or so. The mountains to the west of the Takhini being so rough, it would be impossible to take pack animals over them, therefore, the party would have to retrace their steps to Lake Bennett and travel round by Haines mission and up the Dalton trail to take up the survey on the Alsek river and work eastward from that point.

On October 10, we broke camp on Primrose river and travelled for several miles northward along the foot of the range west of Lake Primrose, searching for a pass by which we could cross these mountains. When nearly three miles and a half north of the boundary, we found a recently blazed trail which on being followed, took us to a valley coming from the west. It proved to be the one used by Mr. G. White-Fraser, in 1900. In less than a mile, we rose to an altitude of two thousand feet, a pretty stiff climb for pack animals, but the trail improved considerably after we had passed the timber line. We then followed a stream as far as the foot of a glacier, stopping once on the way to photograph a remarkably bold and high bluff standing north of the pass.

The valley which leads from Lake Primrose to the summit of this pass is blocked at the upper end by an impassable glacier. This necessitated leading the horses high up to the mountain side over very difficult rocky ground.

Beyond the summit, we came to a large glacial lake with bold cliffs dropping sheer to the water's edge on the southern side, while from the opposite shore spread a flat country easy to travel. The outlet of this lake is a small creek which meanders across a plateau three miles wide. It tumbles down in cascades over an escarpment three thousand feet high, then across a flat area one-quarter of a mile wide into the Takhini. Seeing the impossibility of reaching the valley below on account of this escarpment, I followed its edge southward for several miles looking for a place where we could get the horses to the valley, but without success. It would seem strange that in that distance not a single gulch could be found leading into the deep valley affording drainage to the plateau, but such is the case, for the water at many places could be heard trickling through the broken stones many feet below the surface. Satisfied at last that there was no probability of finding a suitable descent, I sent the pack horses back to Primrose valley, instructing the men to wait there till my return, but kept three mules, and managed to get them down, though at several particularly bad places, they had to go light. We bivouacked one and a half miles south of the boundary. While camped there, it rained hard for four days ; in the surrounding mountains the snow line crept every day lower and lower till at last the snow invaded the valley where after the storm it covered the ground to a depth of a foot. It was then the 20th of October, and I was afraid that after all our toil we might not finish the work. We were entrapped in this gorge with alarming signs of winter all around us, and I realized that if this bad weather continued it would go hard with the party before we could reach Lake Bennett again.

After the violence of the storm had subsided we moved camp to the top of the mountains. This was rendered necessary for the time during which the line was produced westward from where we had left off on the 8th of October. Solar observations had to be made before the line could be run on the proper azimuth to the valley of the Takhini river. The only deflection in this line occurs at the summit, 224 chains west of Station 'K' and amounts to eight minutes and twenty-five seconds north. The elevation of this valley at the boundary is only two thousand four hundred and seventy-five feet above the sea, being nearly one thousand feet lower than Primrose river (3,510 feet above the sea). From the above, I am led to believe that unless both valleys join farther north than the configuration of the country seems to indicate, there must

exist on the lower reach of Primrose river some great cascades or falls between its outlet from Lake Primrose and confluence with the Takhini. This river, which also flows north, meanders in numerous channels through a valley nearly three-quarters of a mile wide at the boundary. Between its eastern bank and the foot of the high escarpments, the ground is generally high and gravelly and principally timbered with young poplar and balm of gilead. A narrow belt of spruce trees is found along the river banks.

On the western side are numerous lakes caused by the overflow of the river. These are connected with marshes spreading from the river to the foot of the lofty range limiting the valley in that direction.

A short distance south of the boundary, the valley narrows, and the river, now a single stream, rushes between high embankments formed by the terminal moraines of many lateral glaciers. These embankments extend to the head of the river which takes its rise in large ice fields lying in the mountain range which divides the waters running north from those flowing towards the Pacific ocean.

The method followed for the final location of the boundary is that adopted since the inception of the survey. It has been fully detailed in my previous reports and need not be repeated here.

The section of the boundary included between Primrose and Takhini rivers is defined by eight monuments which could not be erected at the regular distance of one mile apart on account of the glaciers. The posts for these monuments had to be packed on men's backs all the way from the Takhini and Primrose valleys.

On the 22nd of October we left the valley of the Takhini river, and with the outfit managed to get back to the top of the escarpment, where the snow lay very deep. On the way to the pass, I thought we should have lost some of our animals, for there were no means of guessing how deep the drifts were, and the mules when led across them could move only by jumping. The black sky showed that another heavy storm was gathering, and we were, therefore, not a little pleased when we had crossed the divide (6,000 feet above the sea) to the valley of Primrose river.

On the 24th of October we were back again to station 'K.' on the eastern side of Primrose river. A day was employed in making enough wooden posts to mark the boundary east as far as Boudette creek, and in building monuments on the line both east and west of the river.

The men who had been left in charge of the pack animals finding it impossible to hold them together during the recent snow storms, which had delayed us so long in the Takhini valley, had gone from the Primrose valley to the confluence of Boudette creek with the Wheaton river where better pasture was to be found, and where timbered hills offered better protection to the animals. They had entered the valley of Radelet creek, which they had followed for three miles, then crossing over the glacier feeding Boudette creek, they had followed this stream down to their present location. As it would have been of very little use to have them return, by dividing the work amongst ourselves we proceeded with the posting and mounding of the line in the mountains east of Primrose valley. When this work was well under way, a man was dispatched to the head packer with orders to have wooden posts made and supplies carried up Boudette creek as near the boundary as they could possibly reach, for the snow along the line was at the time from two to six feet deep. This done, he was to take down the pack train and outfit to West arm.

In the meantime the final work on the line had progressed so well that by the 29th of October, ten monuments had been erected east of Primrose river, the last one being within three miles of Lake Partridge.

We now followed the valleys of MacAuley and Crozier creeks down to West arm where we were greatly surprised to find very little snow on the ground. From West arm, we proceeded to station 'J,' distant five miles. Here the line had to be opened through a thick forest covering the western slope of the range of mountains east of Lake Partridge. It was when the work was drawing to a close on this line that Alex-

under Munroe, one of my best axemen had the misfortune to fracture one of his legs. With the greatest difficulty we managed to carry him down these mountains to Lake Partridge and thence as far as West arm. When we at last reached Whitehorse, three days had elapsed since the accident, and the fractured leg was very much swollen. However, under proper treatment by Dr. J. N. Nicholson, who attended him, and with the care of the trained nurses in charge of the hospital he soon improved and when I last heard of him had fully recovered the use of his leg.

The survey in the vicinity of Lake Partridge having been completed the line was next defined in the valley of Lemieux creek, where monumnts have been erected at the intersection of this stream, and also in the adjacent mountains. Then I went to Munroe lake, which was found partly frozen, and, therefore, unsafe for canvas boats. We had to walk along its shores to the line which had to be cleared along the slopes of Brown and Bennett mountains. Monuments were erected on both shores of the lake and also near the top of Brown mountain.

The next work was done on Lake Bennett where two monuments were erected west of the lake ; one stands by the shore, whilst the second is built on a small plateau three-quarters of a mile west of the lake. Though its altitude is 2,225 feet above the lake it is plainly visible from it. This completed the survey of the boundary between Lake Bennett and the Takhini river.

PHOTOGRAPHIC WORK.

One hundred and ten photographs were taken to illustrate the country traversed by the line and to show remarkable objects met with when travelling through the mountains. These photographs were used to draw the topography shown on the map which accompanies this report. Some sections of the lakes and rivers intersected by the boundary were, however, plotted from measurements taken with the transit set up on the highest stations overlooking their valleys. When taking the photographs, I was generally favoured with fair weather, though at times it was almost impossible to prevent the camera vibrating in the fierce winds which were blowing over these mountains.

On November 13 we returned to Caribou crossing where the outfit was stored in one of the warehouses of the White Pass and Yukon railway. The pack animals had in the meantime been driven to Tagish post, their usual wintering place.

On the 15th we left Caribou for Skagway where we had to wait two days for the Canadian boat. We arrived in Vancouver on November 21, and the next day I left for Ottawa, where I reported at the office on the 27th. I have since been employed in developing my plates and preparing my returns.

I have the honour to be, sir,
Your obedient servant,,

ARTHUR SAINT-CYR, *D.L.S.*

APPENDIX No. 27 TO THE REPORT OF THE SURVEYOR GENERAL.

Examination Papers of the Board of Examiners for Dominion Land Surveyors.

EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

PENMANSHIP AND ORTHOGRAPHY.

Time, 3 hours.

Write a composition of not less than 200 words on: Choosing a profession.

One mark will be deducted for each word short of 200 in the composition.

ARITHMETIC AND LOGARITHMS.

Time, 3 hours.

	Marks.
1. Prove the rule for converting a recurring decimal to a vulgar fraction.	14
2. Multiply $0\cdot\dot{7}\dot{2}$ by $\frac{1}{7}$ by $(\frac{1}{3} + \cdot 0\dot{2}\dot{3})$ by $\frac{\frac{3}{8}}{\cdot 1\dot{2}\dot{2}}$	14
3. By logarithms multiply ·078567 by ·189532 and extract seventh root of product.	14
4. A train starts off at a uniform rate of 20 miles an hour, stopping every ten miles a minute and a half for passengers. Another train on a parallel track follows 25 minutes later and overtakes the first train in 65 minutes. What is the rate of the latter train?	14
5. Find the least common multiple of 21, 24, 42, 52, 77, 120. Divide it by the highest common factor and extract the cube root of the quotient.	14
6. Find the numerical value of Tan A + Cos B + Cosec C where $A = 11^\circ\ 13'\ 14''$, $B = 96^\circ\ 18'\ 32''\cdot 5$, $C = 347^\circ\ 19'\ 20''\cdot 6$.	15
7. The logarithmic sine of an angle = 9·7923451 " tangent " = 10·923456 " secant " = 10.7654321 Find the angles.	15

ALGEBRA.

Time, 3 Hours.

Marks.

1. Expand $(a \pm b)^9$, $(a+b+c)^3$. 11

2. Multiply $a^4 - 3a^2b^2 + 2ab^3 + b^4$ by $a^3 - 2ab^2 - 2b^3$.
Divide $x^7 - 5x^5 + 7x^3 + 2x^2 - 6x - 2$ by $x^4 - 3x^2 + 2x + 1$. 11

3. Find the *H.C.F.* of $3x^5 - 10x^3 + 15x + 8$ and
$x^5 - 2x^4 - 6x^3 + 4x^2 + 13x + 6$. 11

4. Find the *L.C.M.* of $a^2 (b-x)^5 c^7 d$ and $a^3 (b-x)^2 c^4 e$. 11

5. Solve $x + y + z = a$, $2x + 3y + 4z = b$, $5x + 6y + 7z = c$. 11

6. Solve $x^2 - y^2 = \frac{609}{100}$, $xy = 1$. 11

7. The product of four consecutive numbers is 24024, find them. 11

8. At what time will the hands of a clock be a quarter of an hour apart between nine and ten o'clock? 11

9. Simplify the following expressions :—

$$10a - 5\left[3a - 4b - 7\left\{2a + 5b - 3(a-b)\right\} + 5\left\{2b + 4(a+b)\right\}\right] \qquad 12$$

$$\frac{3x^3 - 3x^2y + xy^2 - y^3}{4x^2 - xy - 3y^2}$$

$$\frac{x + 1\sqrt{x^2 - 1}}{x - 1\sqrt{x^2 - 1}} + \frac{x - 1\sqrt{x^2 - 1}}{x + 1\sqrt{x^2 - 1}}$$

PLANE GEOMETRY.

Time, 3 Hours.

Marks.

1. Prove geometrically $(2a+b)\,b + a^2 = (a+b)^2$. 14

2. In equal circles, the angles which stand on equal arcs are equal to one another, whether they be at the centres or circumferences. 14

3. Prove the Pythagorean theorem. (47·1.) 14

4. Prove that similar polygons are to another in the duplicate ratio of their homologous sides. 14

5. Divide a given straight line into two parts such that the square on one of them may be double the square on the other. 14

6. The straight lines joining the extremities of the chords of two equal arcs of a circle, towards the same parts are parallel to each other. 15

7. Two circles intersect at A and B: show that AB produced bisects their common tangent. 15

PLANE GEOMETRY.

Time, 3 hours. Marks.

8. All the interior angles of any rectilinear figure, together with four right angles, are equal to twice as many right angles as the figure has sides. 14

9. To describe a square that shall be equal to a given rectilineal figure. 14

10. To draw a straight line from a given point, either without or in the circumference, which shall touch a given circle. 14

11. In a given circle, to inscribe a triangle equiangular to a given triangle. 14

12. Bisect a given triangle by a straight line drawn through a given point in a side. 14

13. Describe a circle which shall touch a given circle, have its centre in a given straight line, and pass through a given point in a given straight line. 15

14. Find the centre of a circle cutting off three equal chords from the sides of a triangle. 15

PLANE TRIGONOMETRY.

Time, 3 hours. Marks.

1. Show that $\tan (A+B) = \dfrac{\tan A + \tan B}{1 - \tan A \tan B}$ 14

2. Deduce value of Cos 72°. 14

3. If $A+B+C = 180^\circ$, then $\tan A + \tan B + \tan C = \tan A \tan B \tan C$. 14

4. Show that $\text{Sin } 3A = 3 \text{ Sin } A - 4 \text{ Sin}^3 A$. 14

5. Show that $\text{Cos } \frac{1}{2} A = \sqrt{\dfrac{s(s-a)}{bc}}$ 14

6. The three sides of a triangle are 15, 16, 17; find the angles. 15

7. Two sides of a triangle are 21 and 23, and the included angle 72° 13′. Find the remaining side. 15

SPHERICAL TRIGNOMETRY.

Time, 3 Hours. Marks.

1. Prove Napier's rules for the solution of right angled spherical triangles. 16

2. Show that $\text{Cos } a = \text{Cos } b \text{ Cos } c + \text{Sin } b \text{ Sin } c \text{ Cos } A$. 16

3. Show that $\tan \frac{1}{2}(A+B) = \dfrac{\text{Cos } \frac{1}{2}(a-b)}{\text{Cos } \frac{1}{2}(a+b)} \text{Cot } \frac{1}{2} C$. 17

4. Show that $\tan \frac{1}{2} A = \sqrt{\frac{\text{Sin } (s-b) \text{ Sin } (s-c)}{\text{Sin } s \text{ Sin } (s-a)}}$	17
5. Given $A = 72^\circ\ 15'$, $B = 110^\circ\ 23'$ $C = 92^\circ\ 14'$; find c.	17
6. In a right angled spherical triangle the hypotenuse $= 44^\circ\ 35'$ and one of the sides $= 1^\circ\ 13'$; find the other two angles.	17

MENSURATION AND SUPERFICIES.

Time, 3 Hours.

	Marks.
1. The sides of a triangle are 17·24 chs., 21·62 chs. and 17·76 chs.; find the area.	14
2. The sides of a quadrilateral inscribed in a circle are 11, 12, 13, 14; what is its area.	14
3. What is the side of a regular pentagon inscribed in a circle of radius unity?	14
4. What is the surface of a right cone circumscribed by a sphere of radius unity, the diameter of the base and slant of the cone being equal?	14
5. A field bounded by straight lines was found to contain 17·89 acres, but subsequently the chain (100 link) which had been used was found to be $5\frac{3}{4}$ inches too long. What is the area of the field?	14
6. What will be the uniform thickness of a casting on a sphere of radius 9 inches, made by the volume of a cone 8 inches in height and base 6 inches in diameter?	15
7. What are the dimensions of a right cylinder, height and diameter of base equal, whose total surface is equal to that of a circle, radius r?	15

Examination for Admission as Articled Pupil.

(LIMITED EXAMINATION.)

Time, 3 hours.

	Marks.
1. Write a composition of not less than 200 words on: The natural resources of your province.	
2. Prove the rule for converting a recurring decimal to a vulgar fraction.	9
3. If 8 per cent be gained by selling a piece of ground for $4,125.60, what would be gained per cent by selling it for $4,202?	9
4. Write down the 3rd term of $(a+b)^{15}$.	9
5. How much ore must one raise, that on losing $\frac{17}{40}$ in roasting and $\frac{8}{19}$ of the residue in smelting, there may result 506 tons of pure metal?	9
6. Solve $2^{x+1} + 4^x = 80$.	8
7. Construct geometrically the relation $(a+b)\ b = a^2$.	9
8. Solve $x^2 - 7x + \sqrt{(x_2 - 7x + 18)} = 24$.	9
9. Extract the seventh root of ·00317 and multiply by $(824)^{\frac{2}{3}}$	9
10. Given log. 2 = ·301300, log. 3 = ·4771213 find log. of ·024, 375 and 432.	9

Examination for Admission as Articled Pupil.

(LIMITED EXAMINATION.)

Time, 3 hours.

	Marks.
11. The perpendiculars from the vertices of a triangle to the opposite sides [illegible] respectively, intersect in a point.	11
12. Construct a rectangle equal to the difference of two given squares.	11
13. Show that $\text{Sin } A + \sin B = 2 \sin \frac{1}{2}(A+B) \cos \frac{1}{2}(A-B)$.	11
14. Show that $\tan (A+B+C) = \frac{\tan A + \tan B + \tan C - \tan A \tan B \tan C}{1 - \tan A \tan B - \tan A \tan C - \tan B \tan C}$	11
15. Given $A = 30°$, $B = 45°$, $c = \sqrt{18}$; solve the triangle.	11
16. In a plane triangle the sides are 7, 8, 9; find one of the angles.	11
17. In a spherical triangle $A = 68°$, $B = 72°$, $C = 80°$; find one of the sides.	12
18. Give formulæ for volume and surface of a sphere, cylinder, cone, and frustum of a pyramid.	11
19. How many acres in a field whose sides are 13, 14, and 15 chains?	11

Full Examination for Admission as Surveyor.

ALGEBRA.

Time, 3 hours.

	Marks.
1. Reduce $\frac{x^4 + 3x^3 \quad 7x^2 - 21x - 36}{x^4 + 2x^3 - 10x^2 - 11x - 12}$ to its simplest form.	15
2. Solve $\frac{1}{x+6a} + \frac{2}{x-3a} + \frac{3}{x+2a} = \frac{6}{x+a}$	15
3. When between four and five o'clock are the hour and minute hands of a clock 15 minutes apart?	14
4. Solve $3x + 2\sqrt{x} - 1 = 0$.	14
5. Solve $x^2 + y^2 = 25$, $xy = 12$.	14
6. Find two numbers such that their sum may be 39, and the sum of their cubes 17199.	14
7. Find that number whose square added to its cube is nine times the next higher number.	14

SESSIONAL PAPER No. 25

PLANE GEOMETRY.

Time, 3 hours.

	Marks.
1. Prove that the sum of the three interior angles of a triangle is equal to two right angles, and that the sum of the interior angles of any convex rectilineal figure of n sides is less by four right angles than $2n$ right angles.	19
2. Divide a straight line into two parts, so that the rectangle contained by the whole line and one part may be equal to the square on the other part.	19
3. Prove that the locus of a point, whose distance from one of two fixed points is double that from the other, is a circle.	19
4. Chords of a circle, which are equal, are equidistant from the centre.	17
5. Inscribe in a given circle a triangle so that one angle may be a half of a second angle, and a third of the third angle.	19
6. Inscribe a regular pentagon in a given circle.	19
7. The diagonals of a regular pentagon which meet within the figure divide each other in extreme and mean ratio.	19
8. Similar triangles are to one another in the ratio duplicate of the ratio of two corresponding sides.	19

SOLID GEOMETRY.

Time, 3 hours.

	Marks.
1. Define the terms: Plane, pyramid, right circular cone, oblique circular cone, frustum of a pyramid, sub-contrary section of a cone, and regular polyhedron.	15
2. If two straight lines lying in one plane be parallel respectively to straight lines lying in another plane, they shall include equal angles.	15
3. If a solid angle be contained by three plane angles any two of them are together greater than the third.	15
4. What is the radius of a sphere whose volume is equal to that of a right cone whose height is h and radius of base r?	15
5. How much water must be poured into a cylindrical vessel a inches in diameter, in which rests an iron sphere of r inches radius, so that half of the sphere is submerged?	15

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

	Marks.
1. Deduce the formula $\cos a = \cos b \cos c + \sin b \sin c \operatorname{Cos} A.$	17
2. Show that $\dfrac{\cos \frac{1}{2}(A+B)}{\cos \frac{1}{2}(A-B)} = \dfrac{\tan \frac{1}{2} c.}{\tan \frac{1}{2}(a+b)}$	18

3. Give and prove Napier's rules for the solution of right angled spherical triangles. 18

4. Solve the right triangle where $c = 100^\circ\ 17'\ 15''$ and $b = 82^\circ\ 16'\ 30''$. 18

5. When $a = 72^\circ\ 16'$, $b = 36^\circ\ 52'$, and $= C 67^\circ\ 10'$ find the other two angles. 18

6. Given $a = 59^\circ\ 11'$, $b = 74^\circ\ 29'$, $C = 67^\circ\ 57'$. Find B. 18

7. Given $A = 47^\circ\ 18'$, $a = 39^\circ\ 53'$, $b = 63^\circ\ 17'$. Find C. 18

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Time, 3 hours.

Marks.

1. Divide a triangle into two parts in a given ratio by a straight line parallel to one of the sides. 20

2. In a triangular field with sides of 11, 12 and 13 chains draw a line parallel to the longest side and cutting the area in halves. 20

3. A race track is half a mile long and 30 feet wide, being 15 feet on each side of centre line. It is desired to double the width of the track, equally on each side. How much land will be required therefor? 20

4. Section 3, Tp. 9, R. 4 W. of 2nd Initial Meridian is to be divided into three equal parts by two lines starting from the point on southern boundary twelve chains from the south-east corner of the section. Required the lengths and azimuths of the division lines. 20

5. In a triangle of given sides a, b, c required to bisect the triangle by a straight line perpendicular to the side c. Find expression for length of dividing line. 20

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Time, 3 hours.

Marks.

6. Compute the area from the following notes, supplying the missing bearing and distance:— 20

		c.
1.	N. 34° 15′ E.	2·73
2.	.....	1·28
3.	S. 56° 45′ E.	2·20
4.	S. 34° 15′ W.	....
5.	N. 56° 30′ W.	3·20

7. Explain fully the process of "balancing" a survey of a closed figure. 20

8. Deduce or give a general formula whereby in a closed survey the following unknowns may be found:— 20

I. The bearing and length of one course.
II. The bearing of one course and length of another course.
III. Two bearings.
IV. Two lengths.

9. A field was found to contain *a* acres, but it was afterwards found that the chain which was used was *b* links too short. What is the true area of the field? 20

10. Deduce the method of computing areas by "latitudes and departures." 20

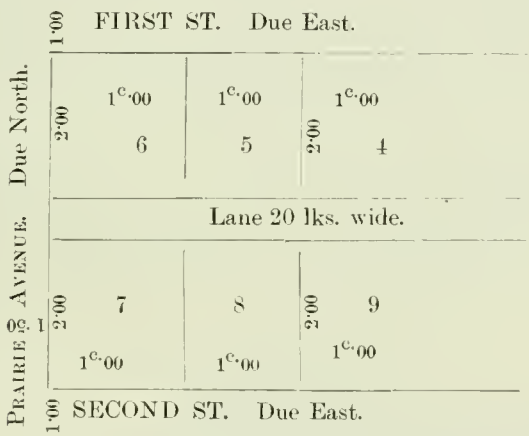
DESCRIPTIONS.

Time, 3 hours.

Marks.

1. In a registered and certified plan the measurements and bearings of all lines are given ; each lot is numbered and shown as being one chain wide and two long. Make a description of one of the lots for a deed of bargain and sale. 20

2. The following is a part of a registered and certified plan : the owner of Lot No. 7 sells 40 feet frontage on Second Street, and adjoining Prairie Avenue, and this width to extend to the lane. 20



Make a description by metes and bounds of the part sold.

3. The owner of the S. E. $\frac{1}{4}$ Sec. 4, Tp. 5, R. 4 W. of 2nd I. M., sells the southerly 100 acres thereof, the boundaries to be the southern boundary of the $\frac{1}{4}$ Sec., the eastern and western ones, and a line parallel to the southern boundary. Give description of the part sold, by meets and bounds. 20

4. Through Sec. 21, Tp. 8, R. 6 W. of 2nd I. M,, flows a stream westward. The owner of the section sells the eastern half (two $\frac{1}{4}$ sections), but reserves the privilege of "swelling" the water and of access along the banks of the stream for the purposes of repair of banks in that half of section 21. Make description of part sold for a deed. 20

5. Draw up an assumed evidence, and which is of value, of a witness regarding the lost post of a section corner, which it is desired to re-establish. 20

ASTRONOMY.

Time, 3 hours.	Marks.
1. Define declination ; right ascension ; mean, solar and sidereal time : parallax ; parallactic angle ; and refraction.	14
2. Explain the unequal variation in the equation of time. A graphic solution may given.	14
3. On Oct. 15, 1900, the sun crossed the meridian at a certain point $3^h\ 04^m\ 18^s$ (sidereal time) after it crossed the meridian of Ottawa, longitude 75° 42′ 30″. What is the longitude of the former ?	14
4. A sidereal chronometer at Winnipeg is fast $2^h\ 16^m\ 32{\cdot}5^s$; what is the hour angle of β Persei R. A. $3^h\ 00^m\ 49{\cdot}04^s$ at Kamloops when the above chronometer shows $7^h\ 42^m\ 17{\cdot}0^s$? Kamloops is west of Winnipeg $1^h\ 32^m\ 47{\cdot}34^s$.	14
5. On Nov. 17, 1900, in longitude $8^h\ 12^m\ 13^s$ W., what time should a sidereal chronometer show at the instant when the sun crosses the meridian.	14
6. Give formula for determining latitude from transit of star aeross the prime vertical. How would you find your chronometer correction for making the above determination ?	15
7. What is the azimuth of Polaris on May 21, 1900, at western elongation at Calgary, latitude 51° 02′ 39″·21, longitude $7^h\ 36^m\ 14{\cdot}24^s$?	15

ASTRONOMY.

Time, 3 hours.	Marks.
8. Require the time of sunrise at Winnipeg, latitude 49° 53′, longitude 97° 07′ on June 20, 1902.	20
9. On the tenth base line, range 7 W. of 3 I. M., what is the apparent altitude of Polaris, on July 1, 1902, at upper transit ?	20
10. At the same place and date of last question, the observed altitude of the sun's lower limb was 35° 16′ 30″ when a watch showed $5^h\ 47^m\ 28^s$, what was the azimuth of the sun and watch correction ?	20
11. At the same place and date of last question, the observed altitude of a star at transit was 78° 14′ 15″, what was the declination of the star ?	20
12. Find from the Nautical Almanac the right ascension and declination of the moon at $17^h\ 13^m\ 10^s$, Greenwich mean time, on August 25, 1902.	20

From post 94, looking east, Lake Munroe in foreground, Bennett Mountains in the distance. [Photo by A. Saint-Cyr.

From post 95, looking east, Bennett Mountains in the distance. [Photo by A. Saint-Cyr.

FROM POST 95, LOOKING WEST. MUNROE PEAK IN THE CENTRE. [Photo by A. Saint-Cyr.

From post 99, looking east. [Photo by A. Saint-Cyr.

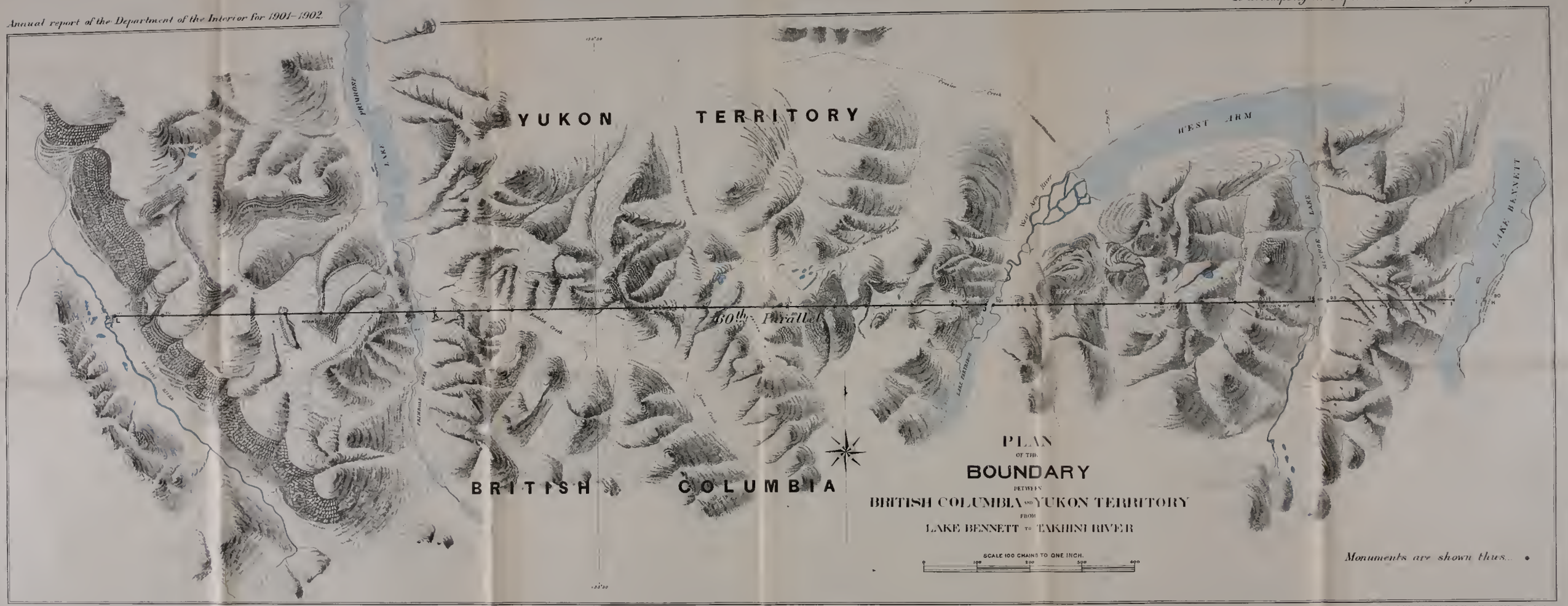
From post 99, looking west, Lake Partridge in foreground.
[Photo by A. Saint-Cyr.

From post 101, looking west, Lake Partridge in foreground.
[Photo by A. Saint-Cyr.

From post 112, looking east, Valley of Radelet Creek. [Photo by A. Saint-Cyr.

From post 113, looking west, Primrose River in foreground. [Photo by A. Saint-Cyr.

From post 117, looking west, Rothwell Glacier.
[Photo by A. Saint Cyr.


YUKON TERRITORY
BRITISH COLUMBIA
60th Parallel
WEST ARM
LAKE BENNETT
PRIMROSE LAKE
LAKE
PRIMROSE
FINLAY RIVER
PALMER CREEK
Bennett Creek
Pine Creek
Fraser Creek
Mud Bay River
Mud Bay Creek
Mud Bay
Lake Primrose
Lake Bennett
Jessie Creek
Rainbow Creek
Mackay Creek
Mackay Mt.
Mt. Brown
Mt. Mc Kay
Mt. Mc Leod
Mt. Mc Kinnon
Mt. Mc Kinnon
Mt. Mc Kinnon

PART IV.

NORTH-WEST REGISTRARS

NORTH-WEST REGISTRARS.

REPORT OF THE REGISTRAR AT BATTLEFORD.

BATTLEFORD, July 12, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to forward herewith two statements, one showing the work done and the fees received therefor in this office during the fiscal year ending 30th ultimo, and the other giving a statement of the contingent expenditure for the same period with items classified.

Your obedient servant,
R. F. CHISHOLM,
Registrar.

STATEMENT showing the work done and fees received at the Land Titles Office for the West Saskatchewan Land Registration District for the year ending June 30, 1902, and for the previous year :—

Months, 1900-1901.	Instruments Registered.	Free Certificates issued.	Total number Certificates issued.	Assurance Fees.	Total Fees.	Months, 1901-1902.	Instruments Registered.	Free Certificates issued.	Total number Certificates issued.	Assurance Fees.	Total Fees.
1900.				$ cts.	$ cts.	1901.				$ cts.	$ cts.
July						July	2		1	0 40	6 25
August						August	3				6 00
September						September	1		1	1 96	6 31
October						October					
November						November	3	1	2	0 64	6 49
December	2		2	1 76	9 61	December	6	5	6	0 80	5 15
1901.						1902.					
January	3		3	0 10	13 15	January					
February	1		1		4 35	February	1				4 05
March	8	8	8			March	2		1	2 00	8 35
April	6		3	1 92	15 12	April	2		1	0 65	6 75
May	2		2	0 20	8 90	May	3	1	3	1 48	11 68
June						June	2	1	2	1 80	10 15
Totals	22	8	19	3 98	51 13	Totals	25	8	17	9 73	71 18

Certified correct,
R. F. CHISHOLM,
Registrar.

BATTLEFORD, July 10, 1902.

STATEMENT of the Contingent Expenditure of the Land Titles Office, Battleford, for the fiscal year ended June 30, 1902.

	Amount.
Caretaking, fixing windows, etc.	$ 41 60
Travelling expenses	52 50
Express charges on stationery and office supplies	14 65
Firewood	20 00
Repairing letter seales	0 75
Postage stamps	6 60
Commission on P. O. Money Orders	0 65
	$136 75

Certified correct,

R. F. CHISHOLM,
Registrar.

REPORT OF THE REGISTRAR AT CALGARY.

CALGARY, N.W.T., July 7, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to inclose comparative statement of receipts for fees paid through this office for the years ending respeetively June 30, 1901, and June 30, 1902.

There is also inclosed a summary of the expenditure incurred in respect of this office for the year ending June 30, 1902.

Your obedient servant,

W. ROLAND WINTER,
Registrar.

SUMMARY of expenditure for year ending June 30, 1902, at Land Titles Office, Calgary.

Salaries—		
W. R. Winter, Registrar	$1,600	
C. D. Rickards	900	
G. Templeton	720	
F. McCarthy, 7 months	280	
F. R. Exham, 5 months	420	
		$3,920 00
Caretaker		110 00
Postages		65 00
Post office box		6 00
Telegrams		3 12
Cartage		1 50
		$4,105 62

W. ROLAND WINTER,
Registrar.

SOUTH ALBERTA LAND REGISTRATION DISTRICT, CALGARY.

COMPARATIVE STATEMENT of Registrations, &c., &c., in the Land Titles Office, South Alberta Land Registration District, Calgary, for the years July 1, 1900, to June 30, 1901, and July 1, 1901, to June 30, 1902.

Year and Month.	Number of Instruments Registered.	Free Certificates only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.	Year and Month.	Number of Instruments Registered.	Free Certificates only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.
1901.				$ cts.	$ cts.	1900.				$ cts.	$ cts.
July	156	41	111	59 70	471 85	July	125	31	90	40 05	363 65
August	160	42	111	92 68	511 38	August	115	38	99	47 35	363 70
September	225	102	166	67 10	471 75	September	125	44	100	67 29	377 29
October	262	114	197	66 30	571 60	October	87	2	58	62 25	375 55
November	254	118	190	120 65	613 95	November	123	31	84	41 20	370 60
December	271	122	195	134 05	618 80	December	114	23	70	34 80	354 50
1902.						1901.					
January	173	40	119	199 30	715 15	January	132	62	148	41 05	311 90
February	218	92	162	68 10	522 15	February	87	8	52	36 05	308 80
March	170	38	117	88 95	550 95	March	123	13	88	84 45	521 95
April	301	87	224	223 75	1,040 35	April	176	25	107	91 90	605 10
May	398	208	325	172 25	863 20	May	208	52	147	104 75	649 50
June	350	88	278	226 80	1,239 55	June	182	49	121	136 39	604 89
	2,938	1,092	2,195	1,519 63	8,190 68		1,597	378	1,164	787 53	5,207 43
Irrigation plans	4					Irrigation plans	6				

W. ROLAND WINTER,
Registrar.

CALGARY, July, 1902.

REPORT OF THE REGISTRAR AT DAWSON.

Dawson, Y.T., June 30, 1902.

James A. Smart, Esq.,
Deputy Minister of the Interior,
Ottawa.

Sir,—I beg to transmit herewith my report for this office for the year ending to-day.

Your obedient servant,

J. E. GIROUARD,
Registrar.

Registrar's Office,
Dawson, Y.T., June 30, 1902.

Report of the Land Titles Office of the Yukon Territory from the 1st day of July, 1901, to the 30th day of June, 1902. Compared with same of the previous years.

Year and Month.	No. of Deeds recorded.	No. of Certificates of Title issued.	Income.		
			Fees.	Assurance Fund.	Total.
1901.			$ cts.	$ cts.	$ cts.
July	144	108	1,107 70	322 00	1,429 70
August	143	90	763 80	219 47	983 27
September	146	93	762 25	156 25	918 50
October	156	91	788 70	141 45	930 15
November	99	55	528 30	98 67	626 97
December	72	36	271 60	55 55	327 15
1902.					
January	108	49	333 30	87 85	421 15
February	63	26	302 00	103 00	405 00
March	75	43	338 50	72 95	411 45
April	107	75	552 75	108 21	660 96
May	100	56	527 70	102 50	630 20
June	164	95	881 70	289 85	1,171 55
Total, 1901-2	1,377	817	7,158 30	1,757 75	8,916 05
" 1900-1	1,961	466	5,059 75	686 06	5,745 81
" 1899-00	1,134	31	2,454 25	6 40	2,460 15
Increase on 1900-1		351	2,098 55	1,071 69	3,170 24
Increase on 1899-00	43	786	4,704 05	1,751 35	6,455 40

J. E. GIROUARD,
Registrar.

REPORT OF THE REGISTRAR AT EDMONTON.

STATEMENT of Registrations &c., in the Land Titles Office, North Alberta Land Registration District, Edmonton, for the year ending June 30, 1902.

Year and Month.	Number of Titles issued.	Number of Free Certificates.	Number of Instruments registered.	Assurance Fees.	Total Fees collected.
1901.				$ cts.	$ cts.
July	184	72	277	116 80	737 40
August	151	81	270	88 40	667 30
September	169	88	242	64 10	559 45
October	216	87	341	128 70	874 00
November	196	61	316	138 75	886 95
December	266	115	426	191 20	1,112 20
1902.					
January	240	116	413	149 00	985 85
February	336	209	513	175 65	1,050 30
March	383	263	574	194 25	1,189 25
April	346	140	546	268 10	1,529 75
May	335	191	508	185 80	1,105 05
June	379	240	516	167 30	1,004 20
	3,201	1,663	4,942	1,868 05	11,701 70

GEO. ROY,
Registrar.

REPORT OF THE REGISTRAR AT PRINCE ALBERT.

PRINCE ALBERT, N.W.T., July 5, 1902

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit you my report of the work done and fees collected in this office for the fiscal year just ended, 1901-2.

The amount of work done in this office during the past year shows a very satisfactory increase, as does also the amount of fees collected.

The total number of instruments put on the day book was 1,242, an increase over the previous year of 504 instruments ; of these 399 were free and are made up as follows:

Grants, 325 ; Seed grain liens and bonds, 49.

Hudson's Bay Company applications, 1.

North-west Government transfers, plans, &c., 24.

The total amount of fees received during the year was $3,081.73, made up as follows :

1901.

July	$191 55
August	228 90
September	186 30
October	131 48
November	209 50
December	276 60

1902.

January	$ 313 70
February	279 85
March	311 55
April	360 55
May	223 15
June	368 60

The total receipts for the previous year were $1,662.70, showing an increase this year of $1,419.03.

Your obedient servant,

STEPHEN BREWSTER,

East Saskatchewan Land Registration District.

REPORT OF THE REGISTRAR AT REGINA.

REGINA, N.W.T., July 10, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I inclose you report of work done in this office during the past fiscal year, and I am glad to be able to report so well.

I have made no comparative report as yet, but upon comparison with the report made by Mr. Newlands as inspector of Land Titles Offices, dated July 31st last past, the work shows a very considerable increase. I find that the income of the office has risen from $14,315.20 to $18,893.55, while the total number of instruments registered increased from 5,746 to 6,713.

There is every indication that the work will continue to increase in an even not less proportion for the next year.

Your obedient servant,

F. F. FORBES,
Registrar.

REPORT for the year ending June 30, 1902, of the work of the Assiniboia Land Titles Office.

No. Instruments Registered.	Total Certificates of Title.	Total free Certificates of Title.	Total Fees collected.	Assurance Fees.
1901—			$ cts.	$ cts.
July, 372	162	26	1,172 20	150 45
August, 376	189	56	1,039 80	141 50
September, 304	147	34	1,005 30	208 50
October, 449	259	116	1,133 70	177 65
November, 349	190	53	1,055 20	147 55
December, 404	216	70	1,259 60	211 40
1902—		51		
January, 459	216		1,403 75	251 25
February, 638	379	109	1,880 95	333 30
March, 694	352	144	2,020 75	291 50
April, 861	459	161	2,527 75	190 40
May, 898	568	313	2,222 15	397 65
June, 909	636	379	2,172 40	434 50
6,713	3,773	1,506	$18,893 55	$3,035 65

F. F. FORBES,
Registrar.

PART V.

ROCKY MOUNTAINS PARK OF CANADA

ROCKY MOUNTAINS PARK OF CANADA.

REPORT OF THE SUPERINTENDENT.

Rocky Mountains Park,
Banff, July 7, 1902.

To the Honourable Clifford Sifton,
Minister of the Interior,
Ottawa.

Sir,—I have the honour to submit the following report of the condition of affairs in the Rocky Mountains park, from the date of my last report made June 30, 1901, to June 30, 1902.

My report of that date brought the works down to the end of June, at which time the high road to Anthracite was under construction. The building of this piece of road had been advocated on the ground of the dangerous position of the old one, and the late experience of the floods this spring fully confirms the opinion then formed.

This work was continued through the month of July, when it was completed. The month of August was occupied in lowering the grades and straightening the road east of Anthracite. About one and a half miles of new road was opened up and improved in this portion of the park.

During the month of September the men were engaged in putting up hay for the buffalo and other animals in the park, and also in overhauling all the roads in the park and getting them in good condition for the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York. Most of the party spent four days here and enjoyed the drives and scenery.

In October the men were transferred to Sulphur Mountain to build a bridle trail from the Hot Springs to the summit. They were engaged on this work until the end of November, when we had to abandon it on account of snow. A portion of the month of December was spent in cutting and underbrushing along the sides of the road leading to Lake Minnewanka, when all work was abandoned for the winter.

It was hoped that the process of cleaning up much of the dead timber would have been continued during the winter months, as being the fittest time for this class of work, but snow prevented us from carrying on the work advantageously. A few men were occasionally engaged during the winter in getting out wood for the Cave and Basin, and clearing snow after heavy storms. This operation is not often required, however, as drifting does not occur to any great extent in the mountains.

Early in March work was commenced on a new bridge over Cascade river at Anthracite. The structure consists of an eighty foot span, Howe truss, with pile abutments at each end and a pile approach of 20 feet. The bridge was completed about the first of May, and a new road about a quarter of a mile in length was made to connect this bridge with the two roads leading from Banff to Anthracite; so that tourists and others can now drive over what is called Hoodoo avenue along the high table land, pass down into the Cascade valley, cross the river and return by Anthracite and King Edward's high road to Banff; making a round drive of about ten miles over a beautiful section of natural scenery.

Early in May, the whole western country was deluged with heavy rains, which continued almost incessantly during the months of May and June. The Territories

suffered most severely in having many large bridges carried away and roads swept out of existence. Several of the roads in the park which skirt the banks of the rivers were submerged and their surfaces and protection walls damaged.

The large quantity of snow in the mountains was melted with the rains and carried down faster than the channels of the rivers could discharge it, and the overflowing of the banks was in many cases disastrous to property in the vicinity.

Much care had to be taken to see that the bridges in the park were not damaged by the quantity of drift timber which the unusually high water brought down. When the water subsided the necessary repairs were made to keep the roads open for traffic.

The Canadian Pacific Railway Company suffered much here as well as at other places in the mountains, and the whole traffic was suspended for six days in consequence. No such floods had taken place in this part within the recollection of any one, and it is hoped that many years may elapse before such another scene will be witnessed.

It is very satisfactory to know that none of the bridges erected in the park by your department have suffered any damage.

Towards the end of June work was resumed on the bridle path leading up Sulphur Mountain. This path leads the traveller by a continuous number of switch roads to the top of the mountain, where an extensive view of the Lower Bow valley meets the eye, and brings the numerous islands of the Bow into view of the spectator for the first time to advantage. The scene is unequalled from any other point so easily accessible and the visitor is well rewarded for the labour in attaining this elevated spot. The path then winds along the crest of the mountain for nearly half a mile, bringing into view each moment the many attractive points in the several valleys which radiate from this mountain.

On attaining the highest point about midway along the crest the Cascade valley presents all its beauties, and a portion of Lake Minnewanka is seen with the Palliser and Inglesmadie ranges towering above it on either side. The path through its length is from six to eight feet in width, solid and compact, on a grade of about one in six, so there is little or no risk and equestrians can pass up and down without difficulty. The total length of this path from Hot Springs will be when completed about four miles.

As soon as the path is completed a stone building will be erected by the Meteorological department on the highest point of the mountain.

Instruments for taking the velocity and currents of the wind and also the temperature will be placed there, and the whole connected by a wire cable with the Museum in the valley and it will register automatically. It is expected when all is completed that few will think of going away from the park without taking this most charming trip.

Next year rustic shelters will be provided at several shady spots on the way up for the benefit of those who require to rest on their journey to the top.

In November last year the Grand View Hotel situated at the upper Hot Springs was burned down, and at present there are no buildings at this most interesting spot. It is hoped that your department will take control of the waters at this point and erect suitable bathing houses and baths, as it is generally conceded that the waters from the springs there are the most beneficial and healing of any of the sulphur springs in the park.

ANIMALS IN THE INCLOSURE.

The buffalo continue to thrive and do well and the increase during the past year has been most satisfactory. In the year 1901 there was an increase of six, and loss none; and in 1902 up to the present date there is an increase of three, and loss one two-year-old heifer in calving. There will no doubt be a further increase during the present year. The total increase during the four years has been 19 and the total loss 2.

It is the intention during the present year to introduce some new blood into the herd, and I am now corresponding with the Secretary of the Interior at Washington with regard to an exchange of bulls from their herd in the Yellowstone Park.

The elk have also done well, there being an increase of three since my last report, and two more does were purchased during the year. There are nine all told in the herd now.

Three of the six young moose that were procured last year have survived and are now in prime condition. It is intended to secure a few more during the coming year if possible.

The Angora goats are increasing rapidly and it will soon be necessary to dispose of some, as they will get too numerous for the limited grazing land in the park. They are very beautiful little animals and are much admired by the visitors to the park.

I was very fortunate in securing a young Rocky Mountain goat this spring, and it is being foster-mothered by one of the Angoras and is doing well and will no doubt survive the change. It is the only specimen in captivity in Canada, and so far as is known there are only two others, one in Central Park, New York, and the other in the Zoological Gardens, Regent's Park, London, England, both of which were taken from the mountains in this vicinity.

The Stony Indians are now trying to secure a second one, and also a pair of mountain sheep.

The total number of animals in the animal inclosure in the park now is as follows: Buffalo 33, Elk 9, Moose 3, Angora goats 22, Mountain goat 1, Mule deer 1, Coyotte 1. Total, 70 head.

There were over 3,000 people passed through the gates into the paddock during the year, and it is one of the most interesting features to many who visit the park. The wild game in the park seems to be more numerous than ever, at least more has been seen this year by the tourists than ever before, both mountain sheep and deer, and frequently seen along the drives. It is hoped that the regulation allowing dogs to run at large in the park will be amended, as it is a well known fact that one small dog running at large, while it will do no harm to the large game, will drive it so far back from the roads that none will be seen by the average tourists; and as the game is one of the most interesting features of the park to visitors, it is desirable that an opportunity should be given them to see it, and with this end in view it should be disturbed as little as possible. So far as I have been able to find out not a single head of large game has been killed in the park during the past year.

FISH AND FISH HATCHING.

There is scarcely any feature in the park which tourists enjoy more than the trout fishing which is now to be had in almost any stream in the park. There are but few places in the country where better sport can be had than in the streams in the park. There is no restriction placed on fishing at present save that fish cannot be caught and sold for the market, and in order that it may never be necessary to make any restrictions it is strongly urged that a small fish hatchery be established here. If this can be done the streams can be kept so full of trout that it will be impossible for the tourists to deplete them.

CAVE AND BASIN.

These swimming baths continue to be the favourite resort for the public generally, and all who frequent them to enjoy a good swim express their satisfaction with the efforts that have been made to meet their comfort and convenience. The work done this year in connection with these baths consists in the placing of new sills and joists in the basin building, and also in rearranging the bath rooms and fresh painting the interior.

The register kept at the Cave and Basin shows the number of persons who registered as 3,664, an increase of 800 over last year. This, however, does not indicate truly the number of visitors as many persons resort to these places without registering.

VISITORS.

It will be seen by the statement furnished by the hotel registers that the number of visitors to the park has increased considerably over the previous year, the Canadian Pacific hotel showing an increase of 933, and the Sanitarium 600 over last year. The smaller hotels had their proportionate increase. The total increase over any previous year in the history of the park was 1,317.

AS A HEALTH RESORT.

Some day the park will be noted as a place to which those in search of health will resort for that purpose. The general elevation of the region, the purity of the mountain air, the cool temperature during the period of great heat in cities, the delightful and medical effects of the natural mineral waters, the refreshing sleep and rest obtained and the purity of the drinking water are bound to have their influences.

It is not easy to turn the tide of pleasure and health seekers from old and established spots and resorts. It requires time to do this, and a beginning has been made. June, July and August, the months of the park tourist season, are the months of greatest heat and discomfort at low altitudes. During these months the maximum temperature here is from eighty-five to ninety-two degrees, and the average is from fifty-five to sixty-five degrees with cool refreshing nights.

The higher temperatures are not felt in the park as they are in the cities or at low elevations.

Each year the number of persons who spend several weeks or even the entire season in the park increases. Besides giving the finest opportunity for seeing and studying the park it also means a large amount of leisurely and healthful outdoor exercise. It costs no more to live at the park hotels than it does at corresponding hotels at other places, and the knowledge one gains coupled with the benefit to health obtained in this climate and altitude for most persons can hardly be estimated. Those liable to heart trouble should consult a physician before coming to the park. A very few persons are sometimes unpleasantly affected when reaching the higher altitudes.

For most persons a stay of a few weeks proves a wonderful constitution builder.

FOREST RESERVES.

The outlook over forest affairs is now most encouraging. Popular interest more practical than sentimental in whatever touches the welfare of the country's forests is growing rapidly, and a most hopeful beginning has been made in real protection for the reservations as well as for the park. One of the important measures taken during the past year was the enlargement of the boundaries of the park, and also in the employment of a number of fire guardians on the various reservations.

The park reserve now contains over three and a half million acres of forest covered mountains in which a number of the great rivers of Alberta take their rise. The land is too rocky and high for agriculture and could never be made so valuable for any other crop as for the present crop of trees. Under their natural condition or under a wise management in preventing fires, these forests should be a never failing fountain of wealth and beauty. The farmers and ranchers of this country are beginning to realize that when the timber is stripped from the mountains the irrigating streams dry up in summer. The cool shades of the forest give rise to moist beds and currents of air, and the sod of grasses and the various flowering plants and shrubs thus fostered, together with the network of the tree roots, absorb and hold back the rain and waters from melting snows, compelling them to ooze and flow gently through the soil in streams that never dry.

IMPROVEMENTS.

None of nature's landscapes are ugly so long as they are wild, and much must be in great part wild. The steady long lasting glaciers on the mountains and the rocky canyons and mountains in general, these must always be wild. All the mountains are still rich in wildness, and by means of good roads are being brought nearer civilization every year; the wildest health and pleasure grounds are made accessible and available to many a lover of wildness who without them would never see it. It is hoped that in a short time many very necessary improvements will be carried out, such as extending the roads and increasing the means of reaching the many points of interest beyond the present termination of the drives.

At the heads of the several smaller streams falling into the Bow, and on the Bow itself many small lakes are found well stocked with fish, and it is very desirable that these points should be reached for the benefit of sportsmen and others. It is thought that this object can be obtained most effectually and cheaply by means of bridle roads leading up through the valleys. These roads can be built cheaply and also be quite sufficient for the pack horses carrying the outfits of tourists and sportsmen. The variety of mountain scenery is so great that a small area can contain but a few of the wonders, and although the original park covered a specially interesting region well adapted for walks and drives it did not include some of the highest mountains, the greatest glaciers and snow fields and other natural attractions which give an Alpine grandeur to certain outlying regions.

It is hoped and expected that this isolation will soon be remedied by the construction of a number of bridle trails above referred to. This would, moreover, facilitate the opening of new regions which have unusual attractions to travellers who now, as is evidenced by the wonderful increase in numbers in the last two years, are beginning to realize that Canada has a Switzerland within her own boundaries.

Appended is the meteorological record as kept by the curator of the museum.

Your obedient servant,

HOWARD DOUGLAS,
Superintendent.

CANADIAN PACIFIC HOTEL, BANFF.

NUMBER of Visitors from July 1, 1901, to June 30, 1902.

From Where.	No.	From Where.	No.
United States	2,509	Greece	5
Canada	991	Queensland	5
England	360	Wales	3
China	40	Ceylon	3
Scotland	58	Bermuda	2
New Zealand	39	Denmark	2
Hawaiian Islands	34	Cape Colony	2
Australia	31	Sweden	2
France	15	Orange River Colony	1
India	13	Canary Islands	1
South Africa	13	Phillipine Islands	1
Ireland	9	Switzerland	1
New South Wales	8	Central America	1
Germany	8	Spain	1
Holland	7	West Africa	1
Japan	6		
North Breton	5	Total	4,177

NOTE.—This hotel is only open from May 14 to Oct. 1.

SANITARIUM.

NUMBER of Visitors from July 1, 1901, to June 30, 1902.

From Where.	No.	From Where.	No.
Canada	1,940	China	2
United States	607	Japan	1
England	58	Germany	1
Australia	32	Netherlands	1
Scotland	24	Channel Islands	1
New Zealand	17	Russia	1
Ireland	5	Fiji Islands	1
New South Wales	5	Isle of Man	1
South Africa	4		
India	3	Total	2,704

ALBERTA HOTEL.

Number of Visitors from August 31, 1901, to June 30, 1902.

From Where.	No.
Canada	501
United States	76
England	6
Total	583

BEATTIE HOTEL.

Number of Visitors from July 1, 1901, to June 30, 1902.

From Where.	No.
Canada	477
United States	23
England	7
Total	507

GRAND VIEW HOTEL.

Number of Visitors from July 1, 1901, to November 10, 1901.

From Where.	No.
Canada	155
United States	35
Australia	5
England	3
Scotland	2
New Zealand	2
Total	202

Note.—Hotel destroyed by fire November 10, 1901.

NUMBER of Visitors to the Rocky Mountains Park from July 1, 1901, to June 30, 1902.

	No.
Canadian Pacific Hotel	4,177
Sanitarium	2,704
Alberta Hotel	583
Grand View Hotel	202
Cottages and Boarding Houses	850
Beattie Hotel	507
Excursion—not registered	450
Total	9,473

MUSEUM.

NUMBER of Visitors from July 1, 1901, to June 30, 1902.

From Where.	No.	From Where.	No.
Canada	1,564	New South Wales	6
United States	800	Switzerland	6
England	251	Japan	3
Scotland	85	France	3
New Zealand	29	Germany	3
Australia	27	South Africa	2
Hawaiian Islands	21	Italy	1
Ireland	11	Sweden	1
India	10		
China	8	Total	2,794
Wales	7		
Channel Islands	6		

CARETAKER of the Cave and Basin's Annual Report, showing Number and Nationality of Visitors from July 1, 1901, to June 30, 1902.

Where From.	No.	Where From.	No.
Canada	1,769	China	14
England	207	Japan	7
Scotland	65	Germany	4
Ireland	17	Switzerland	1
Australia	76	Austria	2
Newfoundland	1	France	13
South Africa	18	Holland	1
India	9	Denmark	2
Ceylon	3		
United States	1,432	Total	3,664
Honolulu	23		

D. D. GALLETLY,
Caretaker Cave and Basin.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the General State of the weather between July 1, 1901, and June 30, 1902.

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	a.m.	6 p.m.	
1902.					
July 1....	58·6	64·6	33·0	40·0	Fair.
" 2....	60·1	58·8	39·8	43·2	Cloudy, rain, thunder.
" 3....	52·6	51·4	39·5	41·8	Cloudy, rain.
" 4....	50·8	60·4	42·2	43·0	Fair, light rain.
" 5....	59·9	67·5	42·8	43·8	Fair, roads dry.
" 6....	64·6	74·7	41·7	48·8	Fair, very light rain.
" 7....	72·6	78·4	37·0	42·7	Fair, perfect day.
" 8....	75·6	73·0	48·0	48·5	Cloudy, very light rain, thunder.
" 9....	66·7	71·9	40·2	44·5	Fair, very light rain, thunder and lightning.
" 10....	64·6	73·4	37·2	41·7	Fair, perfect day.
" 11....	69·8	70·0	38·8	49·7	" "
" 12....	54·5	67·4	38·1	42·7	" "
" 13....	63·6	52·6	33·9	35·6	Cloudy, rain.
" 14....	52·6	57·6	42·9	46·5	Cloudy, light rain.
" 15....	55·9	73·3	32·1	34·5	Fair, perfect day.
" 16....	70·4	71·5	36·5	39·5	Fair, very light rain.
" 17....	69·6	76·3	37·0	41·0	Fair, perfect day.
" 18....	73·8	78·3	38·8	45·9	Fair.
" 19....	73·9	71·7	46·9	49·0	Fair, light rain, thunder.
" 20....	66·7	70·0	37·7	43·5	Fair.
" 21....	68·6	75·7	42·2	46·7	Cloudy.
" 22....	70·8	78·9	42·2	50·8	Fair.
" 23....	74·5	76·6	49·0	51·0	"
" 24....	74·7	70·4	54·7	55·2	Fair, rain, thunder.
" 25....	66·8	70·3	54·0	55·5	" "
" 26....	59·8	59·1	47·0	46·6	Cloudy, rain, thunder.
" 27....	46·9	59·3	41·8	41·5	Cloudy, rain.
" 28....	56·3	62·2	43·9	42·8	Fair, light rain.
" 29....	62·8	74·0	35·2	38·5	Fair.
" 30....	73·6	77·6	38·8	41·8	"
" 31....	76·7	78·0	43·0	47·2	"
Aug. 1....	70·3	69·3	37·9	42·5	Fair, perfect day.
" 2....	67·9	66·2	39·2	43·7	Fair, thunder.
" 3....	65·8	76·9	36·4	39·2	Fair, perfect day.
" 4....	74·8	78·2	37·9	41·8	" "
" 5....	76·6	78·5	43·0	48·5	" "
" 6....	73·8	67·5	44·5	46·0	" "
" 7....	65·1	76·2	37·0	36·2	" "
" 8....	71·6	69·9	44·6	46·0	Fair, very light rain.
" 9....	68·8	65·5	40·8	43·9	Cloudy, very light rain.
" 10....	60·6	67·4	36·8	41·8	Fair.
" 11....	65·6	73·1	52·8	54·0	"
" 12....	66·0	71·4	41·0	43·2	"
" 13....	66·3	76·9	37·8	43·9	Fair, perfect day.
" 14....	75·8	81·1	37·2	44·7	" "
" 15....	78·6	83·5	38·8	43·7	" "
" 16....	82·4	81·3	38·7	43·2	" "
" 17....	77·6	72·4	49·1	50·8	" "
" 18....	70·4	74·1	28·0	35·4	" "
" 19....	70·8	75·0	34·2	41·7	" "
" 20....	69·0	58·3	39·0	40·8	Cloudy, light rain, thunder and lightning.
" 21....	57·9	70·1	35·5	37·1	Fair.
" 22....	67·6	62·7	36·1	39·7	Cloudy, squally wind.
" 23....	50·4	75·0	40·8	41·6	Fair, squally wind.
" 24....	63·8	62·7	49·5	48·3	Fair, rain.
" 25....	55·7	75·0	50·2	50·5	Fair, thunder and lightning, rain.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1901.	°	°	°	°	
Aug. 26....	61·1	71·0	37·6	39·8	Fair, very light rain, thunder.
" 27....	58·6	61·4	44·1	44·2	Cloudy, rain, double rainbow.
" 28....	55·5	67·8	41·6	42 0	Fair.
" 29....	64·7	72·6	36·2	38·0	Fair, perfect day.
" 30....	68·7	76·3	35·9	36·5	" "
" 31 ...	72·6	74·4	41 6	42 8	Fair, light rain, very squally wind.
Sept. 1 ...	70·6	72·4	38·1	39·5	Cloudy, rain, thunder.
" 2....	56·8	57·3	44 0	43·8	Cloudy, rain.
" 3..	55·7	68·0	36 8	37 8	Fair, lightning, perfect day.
" 4....	63·2	44·4	42 2	41·7	Cloudy, rain, snow on mountains.
" 5....	43·3	40·7	39·5	35·5	Cloudy, light rain, snow flurries.
" 6....	39·2	43·8	33·8	33·8	Cloudy, snow flurries, light rain.
" 7.. .	39·9	46·8	33·5	33·2	Cloudy.
" 8....	43·2	52·6	29 3	30 4	Fair, light rain.
" 9....	44 3	49·9	39·5	39·3	Cloudy, rain.
" 10....	41·9	53·9	34·8	34 8	Cloudy, light rain.
" 11....	44·9	53·3	38·5	37·8	Fair, rain.
" 12....	44·9	55·1	31·8	33·5	Fair.
" 13 ..	51·7	57·4	42 8	43·0	"
" 14....	52·6	54·3	35·9	36·5	Fair, squally wind, light soft hail.
" 15....	47·2	47·7	32·1	32 8	Cloudy.
" 16....	45·4	52·1	25 2	25·5	Fair, hoar frost.
" 17....	48·0	55·3	25·2	26·0	Fair.
" 18 ...	51·7	55·7	37·2	38·0	"
" 19....	48·9	63·7	27·2	30·5	Fair, perfect day.
" 20...	53 9	63·8	31·1	32 5	Fair.
" 21 ...	57·6	48·7	42·0	41·0	Cloudy light rain.
" 22....	43·7	48·4	33·5	33·0	Cloudy, rain.
" 23....	38·7	35·3	28·5	27·0	Cloudy, snow and rain.
" 24...	33·4	47·8	28·8	27·8	Fair, perfect day.
" 25....	41·7	44·2	30·0	29·7	Cloudy, light rain.
" 26.. .	41·7	49 1	31·0	30·8	" "
" 27....	43 9	50 3	35 5	35·2	Cloudy, rain.
" 28....	36·7	42·3	26·5	25·5	Fair, hoar frost, snow flurries and light snow.
" 29...	35·6	45·8	20·5	19·4	Fair, perfect day, ice on still water, hoar frost.
" 30....	39 9	52 0	25·5	25·1	Fair, perfect day, hoar frost.
Oct. 1....	48·5	60·3	27·1	27·0	" " "
" 2 ..	55·3	62·1	27·6	27·4	" " "
" 3...	48·9	63·4	27·2	27·1	" " "
" 4....	48·7	64·7	25·7	25·6	" " "
" 5....	48·8	64·3	27·0	26·8	" " "
" 6....	57·8	57 1	28 2	28·0	Fair, hoar frost, squally wind.
" 7....	52·8	56·5	46·2	46·8	Cloudy, thunder, light rain.
" 8....	51·2	47·2	38 4	38·7	Cloudy.
" 9...	42 7	43·8	24·5	24·2	"
" 10....	41·0	47·8	30·2	29·8	Cloudy, light rain, squally wind.
" 11....	45 9	48·0	33·7	33·5	Fair.
" 12....	43·5	55·8	27·5	27·2	Fair, perfect day.
" 13....	51·9	58·1	31·8	32 5	Cloudy.
" 14....	54·8	36·2	34·5	33 3	Cloudy, light rain and snow.
" 15.. .	34·6	53·3	23·0	22 1	Fair, perfect day.
" 16....	50·0	55 4	28·2	27·2	Fair, perfect day, hoar frost.
" 17....	55·4	60 0	30·1	29·9	Fair, perfect day, squally wind.
" 18....	56·7	60·3	28 0	26·8	Fair, perfect day, hoar frost.
" 19....	55 9	60 1	40·5	40·2	Fair, perfect day.
" 20.. .	54.7	58·3	51.0	50·3	Fair, squally wind.
" 21 ...	53·2	60·3	46·8	46 0	Fair, squally wind, magnificent sunset.
" 22....	56 9	60 0	39·8	39·1	Fair, perfect day, vanessa antiopa butterfly about, some asters, potentillas, &c., still in flower.
" 23....	45·7	59 5	28·2	27·2	Fair, perfect day, hoar frost.
" 24....	43·5	59·0	28·5	27·4	Fair, squally wind, hoar frost.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1901.	°	°	°	°	
Oct. 25....	54·9	57·1	44·4	44·8	Cloudy.
" 26 ...	52·7	52·9	29·0	27·8	Fair, perfect day, hoar frost.
" 27....	40·7	56·9	27·2	26·6	Cloudy.
" 28....	51·4	48·3	40·5	39·1	Fair.
" 29 ..	43·5	41·3	40·8	33·5	Cloudy, very gusty wind, snowstorm, snow mostly melting as falling.
" 30 ...	33·6	37·9	32·5	31·3	Fair, very light snow.
" 31....	32·5	44·8	25·4	25·3	Cloudy.
Nov. 1....	43·7	35·8	26·0	25·3	Cloudy, snow.
" 2....	28·3	23·8	8·7	7·8	Cloudy, snowbirds, juncos and crows about.
" 3 ...	21·0	33·2	13·8	16·5	Cloudy.
" 4....	32·5	42·8	30·9	32·0	"
" 5....	40·7	31·1	30·7	29·5	Cloudy, snow flurries.
" 6....	25·0	36·9	18·2	17·5	Cloudy.
" 7....	34·9	38·1	30·5	29·5	Cloudy, snow flurries.
" 8....	29·8	33·5	20·5	19·3	Fair, grosbeaks about.
" 9....	27·7	30·8	13·2	11·5	Cloudy, skating on small ponds.
" 10....	28·8	30·1	24·5	23·2	Cloudy, very light snow, Bow river frozen partly.
" 11....	25·4	29·6	11·6	13·5	Cloudy, snow flurries.
" 12....	27·8	34·8	27·2	26·3	Cloudy, snow, 4 inches on ground by 6 p.m.; first sleighing, but not good.
" 13....	31·7	34·3	30·7	28·5	Cloudy, snow, red-naped sapsucker about.
" 14....	28·6	33·0	16·8	15·2	Fair, Bow river frozen over, mostly.
" 15....	26·8	33·0	16·5	15·9	Fair.
" 16...	38·6	38·9	30·5	29·7	Fair, rainbow, very light rain.
" 17....	35·9	36·3	29·8	28·8	Fair, light snow.
" 18 ..	31·8	25·9	12·5	9·1	Fair, lunar halo.
" 19 ...	22·2	34·2	14·2	16·5	Cloudy.
" 20 ...	32·8	27·7	15·9	17·5	Cloudy, light snow, grosbeaks and sapsuckers about.
" 21....	21·9	34·1	20·2	18·7	Fair, snow flurries.
" 22....	29·5	32·9	23·6	23·1	Cloudy, light snow, red-naped sapsucker about.
" 23 ...	27·7	33·2	21·5	19·9	Fair.
" 24....	30·8	34·2	28·5	27·8	"
" 25....	30·6	27·0	15·2	13·3	"
" 26....	27·8	36·1	10·8	13·5	Fair, squally wind.
" 27....	34·2	45·6	33·8	34·2	Fair, thaw, Bow river breaking up, snow going fast.
" 28....	45·7	44·2	36·7	31·8	Fair, perfect day, Lake Minnewanka not frozen over yet, pileated woodpecker about.
" 29....	43·9	47·1	36·0	34·4	Fair, thaw, sleighing only in places.
" 30 ..	39·9	40·0	36·8	34·2	Fair, slippery walking.
Dec. 1....	37·0	39·8	32·2	32·5	Cloudy, squally wind, snow flurries.
" 2....	32·4	28·3	19·2	17·7	Cloudy, hoar frost.
" 3....	27·4	29·1	23·0	20·9	Fair.
" 4....	25·6	36·5	23·2	22·9	Cloudy.
" 5...	33·4	30·9	26·0	22·2	Fair.
" 6....	22·4	25·0	6·0	5·0	Cloudy, woodpeckers about.
" 7....	22·6	26·4	12·2	10·5	Cloudy, skating on part of river.
" 8....	27·2	30·9	25·5	23·9	Fair.
" 9 ...	26·6	14·4	7·5	6·5	Fair, waxwings about.
" 10...	9·8	9·8	1·5	0	Fair.
" 11....	6·0	11·5	—4·3	—5·9	Fair, Lake Minnewanka frozen partly.
" 12....	5·0	20·2	—1·0	—3·5	Cloudy.
" 13....	15·8	11·1	6·7	5·1	Cloudy, light snow.
" 14....	16·0	26·4	10·2	13·7	Fair, light snow.
" 15....	25·8	26·8	20·4	19·1	Cloudy, light snow, waxwings about.
" 16....	25·4	22·3	16·9	15·7	Fair.
" 17....	21·6	34·8	20·0	19·3	Cloudy, chinook wind, roads bare of snow in places, snow flurries, Lake Minnewanka free of ice.
" 18....	36·0	33·0	29·5	27·7	Fair.
" 19....	29·6	27·2	6·3	5·3	"
" 20....	26·1	26·4	21·0	19·9	Fair, squally wind.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings. Maximum. 6 a.m.	Maximum. 6 p.m.	Minimum. 6 a.m.	Minimum. 6 p.m.	Weather.
	°	°	°	°	
Dec. 21....	32·0	35·3	23·7	28·7	Cloudy, squally wind.
" 22....	32·6	34·2	25·0	23·5	Cloudy, light snow.
" 23....	33·8	31·1	28·8	25·9	" "
" 24....	28·5	30·2	26·5	25·1	" "
" 25....	26·3	27·0	21·2	18·2	Cloudy, squally wind.
" 26....	27·8	30·4	24·2	23·0	Cloudy, snow.
" 27....	25·8	27·9	18.0	16·5	Cloudy, very squally, chinook wind.
" 28....	30·0	38·5	26·7	29·0	" "
" 29....	37·0	49.3	36·5	35·9	Fair, very squally, chinook wind.
" 30....	4 8	34·9	27·7	25·3	Fair.
" 31....	32·0	37·1	15·3	17·2	Fair, squally wind, ice on Bow river from 4 to 6 inches. Lake Minnewanka not frozen over yet, water ousel about
1902.					
Jany. 1....	35 6	19·8	22·9	10 1	Fair.
" 2....	10 2	36·1	—0·1	10 7	Cloudy, very light snow.
" 3....	34.5	41·3	32·0	34·5	Fair, snow flurries.
" 4....	35·8	34·8	29·2	29 7	Fair, snow flurries, first good sleighing.
" 5....	30·8	32 2	29·8	31·2	Cloudy, snow.
" 6....	31·0	29·7	29·2	25 0	Fair.
" 7....	26·8	36·7	25·5	24·8	Cloudy, light rain and snow.
" 8....	33·1	34·2	24·0	22·8	Fair, much ice and icicles on trees, etc.
" 9....	30·0	26·3	26·0	20·6	Fair, snow flurries.
" 10....	23·8	30 0	10 2	11·2	Cloudy.
" 11....	29·8	34·2	15·8	15·9	Fair.
" 12....	30·6	31·1	12·4	10·4	"
" 13....	26·6	31·1	15·7	14·8	"
" 14....	28 0	30 2	22·4	19·8	"
" 15....	29·1	34.0	16·0	13·8	"
" 16....	33·8	26·8	12·2	10·0	"
" 17....	25 6	25·0	12·5	10·7	"
" 18....	22·8	26.1	17·2	14·0	Fair, lunar halo.
" 19....	19·6	23·2	6·2	4·5	Cloudy.
" 20....	17·2	23·2	—2 5	—4·7	Fair. Lunar parhelia.
" 21....	20 6	21·2	13·0	9·7	Fair, light snow.
" 22....	12·0	20·2	—0.8	—4.9	Fair.
" 23....	11·8	18·6	0	—6·9	Cloudy, light snow, gusty wind.
" 24....	—6·2	17·2	—17·1	—21·2	Cloudy, Lake Minnewanka frozen over, gusty wind.
" 25....	—19·5	—4 5	—38·3	—41·0	Fair.
" 26....	—6·2	—6·8	—27·4	—30·9	"
" 27....	—7·2	—2 2	—24.1	—27·8	"
" 28....	—4·0	4·3	—16·8	—20·6	"
" 29....	0	11·2	—8·5	—6 1	Fair, snow flurries, parhelia.
" 30....	6 8	8·8	—10 2	—12·1	Fair, snow flurries.
" 31....	4·0	12·0	—7·3	— 6·5	Cloudy, light snow. Bow River ice 16 to 20 inches.
Feby. 1....	—1·2	5·8	—21·4	—25·6	Fair.
" 2....	15·0	14·1	—2·2	1 2	"
" 3....	12·0	22·2	—4·0	3·9	Cloudy.
" 4....	20·6	31·0	15·2	13·3	Fair.
" 5....	26 4	29 8	18·5	17·3	"
" 6....	26·0	23·9	1·9	—0·1	Fair, very light snow.
" 7....	18·5	2·6	6 8	—1·2	Cloudy, gusty wind, snow flurries.
" 8....	—0·9	14·5	—5·4	—6·9	Fair, snow flurries.
" 9....	8·6	27·8	—5·4	—2·6	Cloudy "
" 10....	26 6	33·2	22 6	21·9	Fair.
" 11....	25·8	28·3	5·8	5·2	"
" 12....	26·3	23·8	0 1	—4·5	"
" 13....	14·8	28 0	2 0	0·1	"
" 14....	24·7	28·0	7 2	6 6	Cloudy.
" 15....	23·4	27·0	10·3	12 2	Cloudy, snow flurries.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1902.	°	°	°		
Feby. 16 ...	35·0	47·2	15·1	35 0	Cloudy, thaw, rain, snow and sleet; grosbeaks, Oregon chickadees, &c., about. Slushy walking, sleighing becoming bad.
" 17....	44·7	43·2	31·5	34·0	Cloudy, thaw, mosquito about.
" 18....	41·0	37·7	31·5	25·8	Fair.
" 19...	34·6	40·2	22·2	20·5	"
" 20....	35·6	43·3	27 5	26 8	Cloudy, squally wind.
" 21....	38 9	38·8	29·5	28·3	Cloudy, snow flurries.
" 22....	34·8	34·2	16·5	10·4	Fair, perfect day.
" 23....	30·8	35·1	7·1	6·1	" "
" 24....	30·4	37·1	19·6	21·5	Cloudy, snow flurries, ice on Bow River 20 inches thick.
" 25....	32·6	38·7	25·7	27·0	Fair.
" 26....	33·8	40·6	27·0	27·8	Fair, light snow.
" 27....	29 6	37·8	18·0	16·9	" "
" 28 ...	33·8	36·8	18·2	17·8	Fair, ice on Bow 19 to 19½ inches.
Mar. 1....	31·8	35·9	9·8	9·2	Fair.
" 2....	31·8	33·7	12·4	10·8	Fair, light snow.
" 3....	29 5	34·6	18·2	17·3	Fair.
" 4....	30·6	37·9	25·4	26·4	Cloudy, snow.
" 5....	30·8	19 2	19·2	13·8	Cloudy, snow, sleighing good again.
" 6 ..	14·6	23·3	0 8	3·0	Cloudy.
" 7....	25·0	37·2	19·7	23·4	"
" 8....	33·4	37·9	28·9	28·5	Cloudy, ice 2 feet thick on Lake Minnewanka.
" 9....	35 5	36·2	27·9	27 7	Cloudy, snow flurries, gusty wind.
" 10....	31·8	38 8	29 6	30·2	Cloudy, brilliant meteor fell 8.15 p.m.
" 11 ..	34·8	39·8	28·7	29·9	Fair, very squally wind.
" 12....	39 8	37·3	31 6	29·5	Cloudy, very squally wind, light snow.
" 13....	32·4	31·0	21·5	14 8	Fair, parhelia.
" 14 ...	23·6	12·6	1·8	—3·2	Cloudy, snow flurries, squally wind.
" 15...	14·3	3·3	—1·4	—4·0	Fair, very light snow.
" 16. ..	—2·5	25·6	—19·4	—23·3	Fair.
" 17....	25·7	35·3	19·2	20·0	Cloudy, snow.
" 18 ..	32 6	32·8	18·0	17 4	" "
" 19....	27·6	34·8	10 5	9·9	Fair.
" 20....	29·8	36·2	12 0	10·0	"
" 21 ...	33 4	38·2	8·0	6·8	"
" 22....	33·8	34·2	15·0	14·2	"
" 23 ..	29·4	35 9	0·5	—0·7	Fair, perfect day, house flies about.
" 24....	30·3	38·8	1·0	0·2	Fair, perfect day.
" 25 ...	35·0	40·4	3·9	4·3	Fair.
" 26 ..	35·1	38·8	16 5	15·8	Fair, very light rain and snow.
" 27....	34·5	29·7	17·6	18 2	Cloudy, light snow.
" 28 ...	25 1	28 4	4·2	7·5	Fair.
" 29....	25 9	30·8	—0·2	—1·6	Fair, western robin about, geese flying north.
" 30....	29 6	35·1	—0·7	—2 2	Fair, perfect day.
" 31 .	32 6	41·4	3·5	2·5	Fair, perfect day, ice on Bow River about 12 inches thick.
April 1....	38·7	47·2	8·3	12·5	Fair, 6¾ inches of snow on ground.
" 2....	43·2	44 3	16·5	15·9	Fair, Bow River breaking up slightly.
" 3....	42 0	47·6	20 0	19·2	Fair, parhelia, mountain bluebirds about, sleighing bad.
" 4 ...	42 7	43·3	28·9	29·5	Fair, village road muddy.
" 5....	40 1	40·7	33 8	33·3	Cloudy, snow flurries.
" 6 ...	38·0	45·4	22·0	24·2	Cloudy, sleighing only on sheltered roads.
" 7....	42·0	51·1	33·2	33·5	Cloudy, rain.
" 8 ...	36·0	34·2	26·0	25·8	Fair, Oregon juncos about.
" 9....	29·3	33·2	24·4	23·6	Cloudy, snow flurries.
" 10....	29 8	35·8	23·8	22·6	Fair, no sleighing, aurora, snow in patches mostly, duck on river, Bow River open partly.
" 11.....	34·4	46·8	11·8	12·6	Fair, solar coronæ.
" 12....	44·7	41·9	27·9	29·5	Cloudy, light snow.
" 13...	32·6	40·8	30 5	30·0	Fair, redpolls about.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings. Maximum. 6 a.m.	Maximum. 6 p.m.	Minimum. 6 a.m.	Minimum. 6 p.m.	Weather.
	°	°	°	°	
April 14....	40·7	42·9	30·2	29·0	Fair, purple finches about.
" 15....	40·7	46·3	23·2	22·2	Fair, perfect day, anemone patens var. in bloom.
" 16....	43·9	51·8	25·5	24·9	Fair.
" 17....	46·0	49·2	37·5	36·8	"
" 18....	46·5	52·9	28·0	27·2	Fair, Bow River nearly free of ice.
" 19 ..	48·9	49·3	35·8	37·3	Cloudy, rain.
" 20....	42·6	43·3	23·0	22·2	Cloudy, soft hail.
" 21....	35·2	44·3	29·8	28·9	Cloudy, grass and sedge becoming green, river gradually rising.
" 22....	39·7	42·8	23·2	22·3	Fair, snow flurries.
" 23....	39·4	45·8	21·8	21·2	Fair.
" 24....	41·9	41·8	28·5	27·8	Fair, light snow.
" 25 ...	35·4	48·3	26·2	25·8	Fair.
" 26....	46·6	49·8	24·4	24·4	"
" 27 ...	46·5	50·7	30·3	29·5	Cloudy, no snow on ground.
" 28 ...	45·0	47·2	28·3	27·6	Fair, light rain, soft hail and snow flurries.
" 29 ...	44·6	46·2	28·5	27·9	Cloudy.
" 30...	40·6	50·4	28·2	27·8	Cloudy, light rain and snow.
May 1 ...	45·9	35·2	33·5	32·9	Cloudy, snow, vesper sparrow about.
" 2....	34 4	39·5	32·8	32·1	Cloudy, snow about 15 inches on ground.
" 3....	34·9	42·1	30·9	30·2	Fair, snow about 10 inches on ground.
" 4....	38·7	48·0	28·8	28·3	Fair, about 4 inches of snow on ground.
" 5....	43·9	51·4	30·5	30·0	Fair, frogs piping, honey bees about.
" 6 ...	49·4	59·9	28·2	28·5	Fair, perfect day, butterflies about, mosquito larvæ in ponds, snow in patches, roads dry.
" 7....	57·6	52·9	28·8	29·5	Cloudy, light rain.
" 8 ...	45·7	53·4	33·5	33·1	Cloudy.
" 9 ...	51·5	61·1	30·8	32 5	Fair.
" 10....	59 9	56·9	29·7	30·6	Fair, light rain.
" 11....	51·0	50 7	40·0	39·8	Cloudy, rain, Audubon's warbler about.
" 12....	48·2	58·4	28·0	30·0	Fair, anemone parviflora in bloom.
" 13....	57·7	69·9	33·4	34·4	Fair, fragaria glauca in bloom, belted kingfisher about, river rising rapidly.
" 14....	68 0	60·0	36·3	37·8	Cloudy, light rain, thunder.
" 15....	53·9	53·2	43·4	43·2	Cloudy, rain, Dodocatheon Meadia, primula Mistassinica and dandelions in bloom.
" 16...	52·8	54·6	42·8	43·0	Cloudy, leaves appearing on trees and bushes.
" 17 .	51·1	56·4	29·5	30 6	Cloudy, corydalis aurea in bloom.
" 18....	53·6	39·5	39·2	37·0	Cloudy, rain, ice out of Lake Minnewanka, Bow River high, snow at night.
" 19 ...	36·9	55·0	33·0	32·8	Cloudy.
" 20 ...	50·9	44·0	40·5	40·3	Cloudy, rain.
" 21....	41·9	53·4	39·0	38·8	"
" 22 ...	49·9	60 4	41·6	41 7	Cloudy, rain during night.
" 23....	58·8	53·0	44·1	41·2	Cloudy, rain.
" 24....	47·4	51 2	36·8	37·7	Cloudy.
" 25....	47·2	61·3	30·0	31·5	Fair.
" 26....	58·9	72·4	43·0	45·2	Fair, perfect day.
" 27....	69·2	77 9	34·5	38·7	Fair, perfect day, very light rain, calypso borealis in bloom.
" 28....	69·6	65·5	44 5	48·5	Cloudy, light rain.
" 29 ...	58·8	59·3	44·5	44·3	" "
" 30....	52·2	49·4	36·0	35·2	Fair, snow flurries, squally wind.
" 31....	48·5	55·2	27 3	28·5	Fair, very light rain.
June 1...	49·5	53·3	39·4	40·3	Cloudy, rain, grouse drumming.
" 2....	47·0	43·4	34·0	33·7	Cloudy, rain and snow.
" 3....	43·6	54·9	35·1	35·5	Cloudy, rain and hail.
" 4...	49·7	53 3	35·7	36·2	Cloudy, very light rain, fishing good.
" 5....	46·3	46·2	34·5	34·8	Cloudy, rain and snow.
" 6 ...	43·9	55·3	35·8	36·5	Fair, light rain, rainbow.

MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1902.	°	°	°	°	
June 7....	52·0	61·7	28·3	30·5	Fair, aspen poplars in leaf, grouse laying eggs and sitting, wild geese and ducks' young mostly hatched.
" 8....	59·6	66·4	48·7	49·5	Fair, rain.
" 9 ...	52·7	70·3	38 2	40 1	Fair, very light rain.
" 10 ...	63·8	62·0	39·8	41·2	Fair, squally wind.
" 11....	57·1	60·9	38 3	40·5	Fair, very light rain, woodpeckers building.
" 12....	56·5	59·0	28·2	31·5	Cloudy, rain.
" 13....	49·8	50·1	35·8	36·2	"
" 14....	42·9	53·7	34·9	35·5	Cloudy, very light rain.
" 15....	48·7	54·5	32·0	32 9	Cloudy, thunder, light rain and soft hail.
" 16 ...	47·1	45·7	37 1	37·3	Cloudy, very light rain.
" 17...	43 6	55·0	34·0	34·8	Cloudy, soft hail, swallows about.
" 18 ...	54·1	42·9	31·9	32·0	Cloudy, snow, patches of snow on ground at 6 p.m.
" 19....	42 0	55·5	24·8	25·7	Fair, ice on still water.
" 20....	51·9	66·2	25·9	26·9	Fair, hoar frost, perfect day.
" 21.. .	62·6	72·3	33·2	37·2	Fair.
" 22 ...	68·5	70·9	36·2	39 0	Fair, light rain.
" 23....	67·0	69·3	51·0	50·9	Cloudy, rain.
" 24....	56·5	56·7	48·2	48·5	"
" 25....	55·4	58·1	44·8	45·0	"
" 26....	51·9	54·0	45·2	45·4	Cloudy, rain, roads very muddy.
" 27 ...	45·9	55·5	40·3	41·8	Cloudy, light rain.
" 28 ...	53·8	69·5	36 2	42·5	Fair.
" 29....	66·9	67·5	35·8	38·6	Fair, rain, thunder, river very high.
" 30....	51·8	55·7	45·2	45·8	Cloudy, rain.

NORMAN B. SANSON,
Observer.

PART VI.

SUPERINTENDENT OF MINES

SUPERINTENDENT OF MINES

REPORT OF DR. EUGENE HAANEL.

DEPARTMENT OF THE INTERIOR,
OTTAWA, July 31, 1902.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report upon the operations of the Superintendent of Mines' Office for a period from the 16th of June, 1901, to the 30th of June, 1902.

On my appointment to the position of Superintendent of Mines, I received instructions from you to establish an assay office for the Dominion government at Vancouver, B.C., and on my way to New York, for the purpose of collecting the necessary plant, to inspect some of the more prominent musea in the east of the United States with a view of preparing plans for the Victoria Memorial Museum, on my return from Vancouver.

In accordance with these instructions I proceeded on June 16, 1901, in company with Mr. Ewart, the chief architect, to visit and inspect the Musea of Yale and Harvard Universities and the Museum of Natural History of New York. The time which could be spared from the more important mission of expediting the business of the Assay Office was, however, so limited that the attempt of visiting other musea than the above mentioned had to be abandoned.

But even in the short time spent in inspecting these buildings many valuable ideas were obtained regarding the most suitable size of rooms and height of ceilings, the proper height, width and disposition of windows for effectively lighting the interior and the best manner of mounting and exhibiting specimens.

On June 19, Mr. Ewart returned to Ottawa from New York, enabling me to give my full time and attention to matters connected with the establishment of the Assay Office, which was to be ready for business, if possible, by July 15.

ESTABLISHMENT OF ASSAY OFFICE, VANCOUVER, B.C.

I proceeded at once to find a capable man to act as assayer and gather the necessary plant. I was fortunate enough to find the right man in the person of Charles S. Hurter, a graduate of the Massachusetts Institute of Technology, of six years' standing, who had had considerable experience in gold-assaying and who came to me well recommended by Professor Richards, of the Mining Department of the Massachusetts Institute of Technology. I had a personal interview with Mr. Hurter and assured myself of his fitness and finally engaged him by wire from New York on June 20 last, at a salary of $1,200 per annum and travelling expenses from Boston to Vancouver.

Considerable difficulty was experienced in gathering the plant. The apparatus required for an Assay Office is not usually kept in stock, but is manufactured to order and some of the parties, from whom I expected to buy, claimed that they were busy in

constructing the assay plant for the new United States Mint in Philadelphia, of which order several pieces were ready for shipment. In consequence of this press of business, they were unwilling to fill an additional order in less time than from three to four weeks. It was, of course, impossible to wait that length of time, since this would have defeated the plan of having the Assay Office in operation at the specified time to render it of practical value to Vancouver for this year. Considerable effort was, therefore, required to induce the manufacturers to ship the goods in hand within three days, but an agreement to this effect was finally reached and the orders placed. The balances were purchased from Henry Troemner, Philadelphia, the furnaces and crucibles and air-blast from the American Gas Furnace Company, New York, the chemicals and glassware from Eimer & Amend and electric motor from agent in New York representing the Wagner Electric Motor Company, of St. Louis. Discounts were allowed on these purchases, amounting to from 15 to 50 per cent.

While in Philadelphia, I took the opportunity to visit the United States Mint for the purpose of inspecting the Assaying Department and familiarizing myself with the routine of the office work in connection with this department. In New York I examined the Assay Office of the Sub-Treasury Department and obtained from the authorities copies of the blanks made use of in receipting and accounting for the bullion passing through the office.

On June 19, I left with Mr. Hurter, who had joined me in New York, for Vancouver, B.C., by way of Seattle, Washington, where I arrived on June 27. That same day I presented the letter of introduction from Secretary Gage to the Chief Assayer of the Seattle Assay Office, with the request that I be permitted to examine the office in detail. Every courtesy was shown me by the staff and all asked for information given me. I was permitted to carry away with me specimens of the entire set of blanks used in their office.

I reached Vancouver on the morning of June 29, and proceeded at once to call on Mr. George R. Maxwell, M.P., with a view of obtaining his assistance in the selection of premises suitable for the Assay Office.

A search was at once instituted for the right kind of premises, but of the many examined none seemed suitable (either on account of deficiency in floor space to accommodate the plant, or on account of want of flues for the furnaces, of which four at least were required) with the exception of one store situated on Hastings Street which had the requisite floor space, but was divided from a similar store by a wooden partition. By erecting a brick wall to replace the wooden one, constructing five flues and building a fire proof vault, the building would be rendered suitable for an assay office.

Mr. Thomas A. Fee, the owner, on having the matter properly put before him, consented to make these alterations and improvements on condition that the government lease the building for ten years and pay a monthly rental of $150. After some consultation on the matter of rental, Mr. Fee finally agreed to lease the building for five years at a rental of $100 per month.

The building of the wall, flues and vault was at once entered upon, the floor space was laid out for the areas required for the different rooms and contracts made for building the partitions, counter and other required wood-work, painting, plumbing and masonry. The front window was lettered in gold 'Dominion of Canada Assay Office.' The same inscription was ordered to be placed on the side wall of the building in large white letters upon black ground, which could be seen and read from any part of Hastings street, when approaching it from Greenville street. Grilles were designed to shut the public off from the space where the gold was handled in weighing and melting and yet give the depositor an opportunity to witness, if he so desired, the operations through which his deposit passed. Three grilles were constructed in Vancouver and were the first ever made there. In planning the interior of the Assay Office, I aimed so to arrange the rooms that, though perfectly secure from the public, all the operations through which the bullion passed could be witnessed by parties standing before the grille and by the staff within the grille, so that the members of the staff would feel

themselves to be under continued observation. It is evident that this is a matter of great importance when the staff is small and large quantities of bullion are being handled; moreover, such an arrangement, I was sure, would tend to awaken the interest of the public and strengthen their confidence and faith in the operations of the office. To accomplish this most effectively I had the partitions constructed partly of glass, so that from any part of the floor-space within the grilles where the bullion was being operated upon and from the space reserved for the public the movements of any party could be observed.

Plans of Assay Office and views of its interior are appended.

I was fortunate enough to be able to borrow a safe from the Canadian Bank of Commerce to serve the present needs of the office.

A pouring table and also a crane for lifting the heavy crucibles out of the furnace were specially designed and constructed.

Contracts on very favourable terms were made with the British Electric Railway Company and the Vancouver Gas Company to furnish electricity for lighting and power and gas for the blast furnaces.

Every part of the work done was personally supervised by myself, and in order to complete the work in the required time it became necessary to have the contractor divide his men on several occasions into day and night shifts.

The plant, when in position, was properly tested and found to operate satisfactorily.

Blanks for assay certificates, receipts of bullion, assayers' report, melter's book and identification cards were designed much on the plan adopted by the United States assay offices and printed in Vancouver for the use of the office.

The official ingot stamp, used for stamping ingots with the legend 'Dominion of Canada Assay Office, Vancouver, B.C.,' was made to order in Seattle, Wash.

On account of the delay in forwarding the plant by the Canadian Pacific Railway, the Assay Office was not completed until July 26, when it was opened with appropriate ceremonies, in which many prominent citizens of Vancouver took part. Great satisfaction was expressed by all parties present with the action of the government in establishing the Assay Office in Vancouver and many generous remarks were made on that occasion regarding the celerity with which the government had carried out its promises in this respect.

It seemed advisable for the present to limit the staff to a manager, two assayers, one melter and one janitor, who was also to act as watchman, and increase the staff as future necessity of the office would demand.

Mr. Thomas McCaffry, as manager, and Mr. J. B. Farquhar, as assistant assayer, had already been appointed by the department at salaries of $2,500 and $1,100 respectively, and Mr. Hurter by myself, as assayer, at a salary of $1,200 per annum. It remained to find proper persons for melter and janitor. For the former position the foreman of the Canadian Pacific Railway shops at Vancouver, Mr. G. Middleton, was chosen at a salary of $1,200 per annum, and for the latter, Mr. D. Robinson, of the same shops, at a salary of $720 per annum. They are both men of sterling character and of mechanical ability.

After the completion of the office and the public inauguration of the same, I called the staff together and instructed them in their respective duties, an outline of which I had drawn up in typewritten copies, one of which I handed to each. The instructions are so framed that every operation is performed by two parties, who thus serve as checks upon each other. The following is a copy of these instructions:—

INSTRUCTIONS GOVERNING THE OPERATION OF THE DOMINION OF CANADA ASSAY OFFICE.

The manager is to have general oversight over the staff of the assay office and is responsible for the proper discharge of the functions of the several members of the staff. He is to keep account of all income and expenditures and to keep record of all

assays and assay transactions. He is to ascertain the weight of bullion deposited before and after melting and furnish receipt for same to depositors, to calculate assaying, melt and mint charges and actual value of gold deposited, and furnish certificate of same to depositor, to weigh the clippings for assaying and charge same to assayers and credit them to the account of assayers on their return.

It will be the duty of assayers to ascertain the fineness of the gold deposited from clippings taken under the supervision of the manager, or chief melter, to report the same on blanks furnished by the office to the manager, and to check the calculations of assay and mint charges and actual value of gold deposited. Assayers will see to it that their laboratory and balance room are kept in neat condition, that every tool and piece of apparatus has its assigned place and is kept in such place, when not in immediate use.

It is the duty of the melter to check the weight of bullion deposited, as ascertained by manager before and after melting, to melt and cast the bullion and prepare ingot for stamping, to assist assayers in obtaining their clippings for assay purposes and to stamp ingot with 1st: Melt Number, 2nd: Stamp of Assay Office, and 3rd: Weight of gold and silver contained in bar, to take charge of all machinery and keep it in good working condition and to aid with his mechanical knowledge in the perfecting and facilitating of the mechanical operations of the office.

It is the duty of the janitor to keep the office and laboratories attached to same in good order, to assist the melter and assayers when needed, to go on errands, if so directed by manager, to open the office at regular office hours and close office, locking all grilles securely on termination of office hours, to sleep in building in room assigned for the purpose and act as general interior watchman of office.

PROCEDURE OF RECEIVING, ASSAYING AND REPORTING BULLION.

Bullion is to be weighed in the presence of depositor, checked by chief melter, transferred to bullion box and locked. Melt number assigned to deposit written on card is placed in receptacle on bullion box, melt number to start from number 1, proceeding by units for each melt. This melt number serves to identify the deposit through all the operations the deposit undergoes and appears in all reports of and receipts for the same.

Receipt for weight of bullion deposited is given to the depositor and his signature is taken on special card prepared for the purpose and kept by manager on file for identification purposes.

The bullion box is opened by the chief melter in the presence of either the manager, one of the assayers, or janitor, (at the option of the manager) transferred to crucible, melted, slagged, prepared for stamping and stamped with melt number. After thorough drying the bar is weighed by melter, checked by manager, and weight ascertained is recorded by manager as weight after melting.

For purposes of assay clippings are taken in the presence of the manager or chief melter from the corners of the bar. The solid angles removed by the clippings must lie on the diagonal passing through the bar. The truncated corners are then stamped with the letter 'A.' The clippings are weighed on balance set apart for this purpose and charged by manager to assayers. Two parallel sets of assays are then run off each melt, one by each assayer, and report must not be made of result of assay unless both agree to within 1-50 of 1 per cent. Proof assay to check results must accompany each set of assays made. In case agreement cannot be reached the ingot must be remelted, thoroughly stirred and the assay repeated. The report made to the manager of the fineness of gold and silver must exhibit every detail of the operation, i.e., all weighings made.

After clipping, ingot is transferred to safe until such time as report is received from assayers as to its fineness, when it is removed to melting-room, stamped with office

stamp and weight in ounces and decimals of ounces of silver and gold contained in ingot, and finally stored in safe until called for by depositor, or otherwise disposed of.

Cornets and clippings placed in paper box with melt number and assay number, weight and calculated value written upon it are stored in safe with the ingot of which they formed a part and returned with ingot to the depositor.

1st Charge: Assaying and stamping charge, ½ of 1 per cent gross value of the gold and silver contained in the deposit,

2nd Charge : Melting charge, one dollar on each melt,

3rd Charge : Parting and refining charge, 4 cents per ounce on the weight after melting,

4th Charge : Toughening and alloy charge, 2 cents per ounce on 1-11 of the standard weight of the gold.

In paying for silver, deduct from the gross standard weight of the silver 1-99 of the standard weight of the gold. This is to cover loss in converting silver from solutions.

REPORTS.

Weekly reports are received at this office from the manager of the assay office, supplemented by reports from the assayers and chief melter. The report of the manager relates to the details and amount of business done at the assay office, giving date at which deposit was made, receipt number, name of depositor, description of bullion deposited, locality from whence deposit was derived, melt and assay number of ingot corresponding to deposit, gross weight in ounces and decimals, proportion of gold in 1000th contained in deposit, conversion of contained gold in deposit into standard gold, value of gold contained in dollars and cents, proportion of silver contained in deposit in 1000th, conversion of silver contained into standard silver, value of silver contained in dollars and cents, charges on the deposit, (melting, toughening and alloy, refining and parting, fine bars) and finally the net value of the deposit.

Assays are made in duplicate, accompanied by proof assays, the results and weighings are incorporated in the assayers' reports to the manager, copies of which are forwarded to this office weekly.

The chief melter's report furnishes information of the physical character of the bullion deposited, with the weight in ounces, before and after melt, and per cent loss sustained in the melting.

AMOUNT OF BUSINESS DONE IN ASSAY OFFICE.

69,925·67 ounces of bullion, valued at $1,153,014.50, representing 671 deposits, were received and assayed during the period from July 28, 1901, to June 30, 1902. Tabulation of the deposits, as distributed according to their sources, is appended.

REFUND OF 1% ROYALTY TO MINERS.

To encourage miners to deposit their gold in the Vancouver Assay Office an order by His Excellency the Governor General in Council, dated July 26, 1901, provided 'that when a miner in person produces to the manager of the Assay Office at Vancouver a certificate from the gold commissioner at Dawson that the royalty has been paid on the gold which accompanies the certificate, the manager may issue a refund cheque in favour of the miner for one per cent of the value of the gold when assayed.'

By an order of His Excellency the Governor General in Council, dated September 11, 1901, the same refund was allowed, 'to miners, who in person deposit their gold for assay in the Assay Office of the Provincial Government of British Columbia at Victoria, accompanied by a certificate from the gold commissioner that the royalty

on the said gold has been paid, the cheque for the refund to be issued by the manager of the Dominion of Canada Assay Office at Vancouver to the miner, or to his order, upon receipt of a certificate from the manager of the Provincial Assay Office at Victoria, giving the net value of the gold assayed,' ..... 'and also the certificate from the gold commissioner of the amount upon which royalty has been paid.'

The amount of refunds allowed in accordance with the provisos of the Orders in Council quoted, were for the Vancouver Assay Office $4,573.27 and for the Victoria Assay Office $567.62.

Detailed statements of the transactions in reference to refund are appended.

GOVERNMENT'S INDEBTEDNESS TO THE CANADIAN BANK OF COMMERCE.

An arrangement having been made by the government of Canada with the Canadian Bank of Commerce whereby the deposits of bullion assayed in the Dominion of Canada Assay Office are marketed by the bank, for which it receives a commission of 12 cents per $100 and is recouped for any loss arising from difference in assayed values, I have the honour to report that the Canadian Bank of Commerce at Vancouver received, in accordance with this arrangement, from the Dominion of Canada Assay Office gold bars and clippings, representing 670 deposits, from July 28, 1901, to June 30, 1902, valued at $1,151,458.62 and that the bank realized from the sale of these bars and clippings $1,152,181.73, showing a total difference of $723.11 between the valuation of the Dominion of Canada Assay Office and the assay office to which the bank sold the bars and clippings.

From the detailed statement appended it will be seen that the total amount of indebtedness to the Canadian Bank of Commerce by the government at the end of the fiscal year, June 30, 1902, amounts to $658.63.

MANUFACTURE OF PROOF GOLD AND SILVER.

Some of the proof gold required for proof assays and proof silver required for inquartation was obtained through the courtesy of the officers of the United States Mint in Philadelphia and the sub-treasury department in New-York. It was, however, deemed expedient to manufacture our own proof gold and silver during the less busy part of the winter and the assayers were consequently instructed to convert the cornets which had accumulated from the assays and which weighed 28·08 ounces into proof gold and the 62·73 ounces silver residues resulting from the parting operations into proof silver. This proof silver, together with 200·55 ounces of proof silver purchased from the United States mint at Philadelphia, was farther manufactured into parting discs of 50 and 650 milligrams respectively.

A farther clean up of silver residues resulted in the recovery of 18·75 ounces of proof silver, which was manufactured into silver discs.

Detailed reports from the assayers of the results of the operations and statement of receipts of proof gold and silver from the United States, amount manufactured and on hand at the end of the fiscal year, June 30, 1902, are appended.

RECOVERY FROM GRAINS.

In the melting of gold dust with fluxes, small globules of the gold are caught in the viscid slag. These are afterwards recovered by crushing and washing. The crucibles and cupels absorb small quantities of gold and some of it passes by volatilization into the flues. Only the recovery of grains from the slag has so far been attempted at the assay office and has yielded an ingot weighing after melt 59·01 ounces, which was

deposited in the United States mint at Philadelphia and the proceeds, amounting to $962.83, were placed by your direction to the credit of the assay office, Vancouver.

RECEIPTS AND EXPENDITURES.

A statement showing money received and expended by the Dominion of Canada Assay Office and also detailed statement of expenses of the assay office, during the fiscal year ending June 30, 1902, are appended.

The percentage of the net expenses to the total deposits is 0·96776%. But even when including in the estimate of expenses for the Vancouver Assay Office the total expenses incurred, which include the purchase value of the plant, the expenses incurred in the establishment of the office, the refunds made to miners and the indebtedness to the Canadian Bank of Commerce for handling our bars, the percentage of this gross expenditure to the deposits is only 2·1315%.

CHANGES AND IMPROVEMENTS IN INTERNAL ARRANGEMENT OF ASSAY OFFICE.

The accommodation of the melting room was found to be insufficient and the noise of the blower located in the room adjoining the melting room proved to be very annoying to the staff in the manager's office, moreover, the acrid fumes arising from the moulds during casting found their way to the manager's office to the great discomfort of the manager. In order to improve this state of affairs, the partition between melting room and office was continued to the front wall, across the space reserved for the public, the partition between melt room and blower room removed and the two rooms thrown into one, thus increasing the area of the melt room for the greater convenience of the melters. The blower and motor were moved upstairs. The furnaces were mounted on iron tables and hoods constructed for same, thus furnishing a system of ventilation conducing greatly to the comfort of the melters. The hoods and tables were permitted, through the courtesy of the officers of the United States Assay Office at Seattle, to be copied from those so successfully in use in their own assay office.

A new building erected to the east of the building in which the assay office is located seriously affected the draft of our chimneys and necessitated their extension by means of iron pipes.

ADDITIONS TO THE EQUIPMENT.

The two gas air blast furnaces, numbers 4½ and 7, which were installed at the beginning, were supplemented with furnaces numbers 1 and 2 to meet the requirement for the more economic melting of the smaller deposits. The melting department was also furnished with a laboratory 2 x 4 roll jaw crusher to facilitate the work of the melters in the recovery of grains from slags.

Two United States mint parting apparatuses of 36 cornets capacity each and a cupel machine were added to the equipment of the assayers' department, the former enabling the assayers to do their work more expeditiously and obtain more uniform results in their parting operations, the latter was used for the manufacture of cupels during the slack season.

An additional assay balance, number 5, was ordered from Henry Troemner, Philadelphia, to replace one which was reported to me as having been damaged. The injured balance was returned to Troemner's for repairs.

With these additions to the equipment and the changes in the interior of the assay office, above specified, the assay office is now in excellent working condition.

I may here be permitted to state that under the excellent management of Mr. Thomas McCaffry the staff have proven very efficient and their work has been entirely satisfactory.

PLANS FOR VICTORIA MEMORIAL MUSEUM.

According to instructions received from you, sketches of floor plans for the museum were made and sent to Mr. Ewart, chief architect of the Public Works Department.

APPLICATIONS FOR INFORMATION.

Many applications have been received for information relating to the mining operations and industries of the Dominion. In most cases the information was available and could be given. The following is a list of the minerals and mineral products specially inquired for : Mica, pyrites, nickel ores, asbestos, graphite, black iron sands, platinum, felspar, gypsum, zinc and nickel matte.

I have the honour to be, sir,
Your obedient servant,

EUGENE HAANEL,
Superintendent of Mines.

STATEMENT of Bullion deposited at Dominion of Canada Assay Office, Vancouver, B.C., to June 30, classified.

Territory.	No. of Deposits.	Weights.	Value.
		Oz. dec.	$ cts.
Yukon	266	50,578 36	824,125 89
British Columbia	366	16,469 55	284,401 12
North-west Territories	12	218 04	3,990 71
Ontario	24	2,597 53	39,368 60
Unclassified	3	62 41	1,128 18
Totals	671	69,925 67	1,153,014 50

STATEMENT of Refunds of 1 per cent made to Miners at Dominion of Canada Assay Office, Vancouver, B.C.

Date.	Payee.	No. of Refund Cheque.	Amount.
1901.			$ cts.
Sept. 3.	Isidore Vidal	1	28 37
" 12.	B. H. Svendsen	2	49 87
" 13.	Lotta Weismon	3	118 80
" 13.	A. Erickson	4	67 34
" 14.	A. L. Smith	5	329 25
" 16.	Geo. Matthew	6	54 84
" 28.	W. Clements	7	12 04
" 28.	A. G. McPhee	8	7 17
Oct. 1.	Hugo Edwards	9	269 55
" 8.	A. McDonald	10	68 34
" 8.	Bank of B. N. A., agents for G. Barrack, Barrack & McDonals & D. Doig	11	699 09
" 9.	A. Fassbinder	12	465 33
" 14.	C. St. G. Yarwood	13	6 44
" 14.	M. McConnell	14	90 22
" 14.	W. McDonald	14a	51 18
" 14.	C. W. Farrar	15	63 56
" 14.	T. E. Nelson	16	17 78
" 14.	J. Bargen	17	22 41
" 15.	A. Johnson	18	208 13
" 15.	Bank of B. N. A., agents for J. Lynch	19	587 34
" 19.	J. Erickson	20	1,234 46
Nov. 7.	N. W. Hindle	22	64 79
1902.			
Mar. 8.	Addie Butler	24	46 97
	Total		4,573 27

STATEMENT of Refunds of 1 per cent made to Miners at Province of British Columbia Assay Office, Victoria, B.C.

Date.	Payee.	No. of Certificate.	No. of Refund Cheque.	Amount.	Total.
				$ cts.	$ cts.
Nov. 5	Watson Phillip	1,188		10 90	
" 5	Wm. McPherson	719		119 28	
" 5	Henry Miller	858		7 27	
" 5	J. C. Chadwick	1,111		10 50	
" 5	Geo. Adamson	1,084		15 64	
" 5	Geo. Jones	1,284		3 97	
" 5	Geo. Sutherland	11,338 11,460 1,250		25 50	
" 5	P. H. Gaines	5,193 5,194	21	98 78	291 84
Feb. 13	Tagish Jim	828		259 66	
" 13	John V. Cooper	1,392		5 52	
" 13	Eli Cretien	1,426	23	10 60	275 78
	Total				567 62

AMOUNT of difference in value of Assays between Vancouver and Seattle from July 29, 1901, to June 30, 1902, inclusive.

Melt No. From To	Value of Vancouver Assay.	Value of Seattle Assay.	Value of Clippings purchased by Bank.	Total value Assays received by Bank.
	$ cts.	$ cts.	$ cts.	$ cts.
1—334	792,463 80	791,808 80	1,275 70	793,084 50
335—409	113,073 41	112,946 79	128 09	113,074 88
410—434	15,329 47	15,302 01	37 90	15,339 91
435—477	29,790 80	29,729 96	80 13	29,810 09
478—506	61,824 26	61,824 79	79 31	61,904 10
507—539	15,718 47	15,675 50	47 76	15,723 26
540—569	18,232 32	18,172 66	50 21	18,222 87
570—613	26,596 40	26,495 40	80 13	26,575 53
614—642	39,985 66	39,924 96	77 56	40,002 52
643—670	38,444 03	38,376 40	67 67	38,444 07
	1,151,458 62	1,150,257 27	1,924 46	1,152,181 73

Recapitulation.

Total value assays received by bank $1,152,181 73
Total value Vancouver assays 1,151,458 62

Balance in favour of Vancouver Assay Office. $ 723 11

Dominion of Canada Assay Office in account with The Canadian Bank of Commerce.

Commission for fiscal year ended June 30, 1902, on $1,151,458.62 at 12 cents per $100	$1,381 74
LESS.	
Gain in assay values	$ 723 11
Amount due the bank on June 30, 1902	$ 658 63

Dominion of Canada Assay Office,
Vancouver, B.C., July 14, 1902.

Dr. Eugene Haanel,
Superintendent of Mines,
Ottawa.

Sir,—As requested in your esteemed favour of the 5th instant, I now beg to convey the following information:

Proof Gold received from United States.

	Ounces.
July 29, 1901	·50
August 29, 1901	1
September 10, 1901	1
October 14, 1901	3·96
Total	6·46

Proof Silver received from United States.

	Ounces.
July 29, 1901	1
August 2, 1901	6
August 3, 1901	5
September 14, 1901	5
September 23, 1901	2·50
October 2, 1901	5
October 9, 1901	5
October 14, 1901	29·79
January 28, 1902	200·55
Total	259·84

Proof Gold manufactured here and date when received from assayers.

	Ounces.
March 14, 1902	27·55

Proof Silver manufactured here and date when received from assayers.

	Ounces.
December 31, 1901	57·77
December 31, 1901	4·96
March 14, 1902	·08
May 6, 1902	18·75
Total	81·56

	Ounces.
Amount of Proof Gold on hand, June 30, 1902	26·42
Amount of Proof Silver on hand, June 30, 1902	250·81

Your obedient servant,

THOMAS McCAFFRY,
Manager.

MANUFACTURE OF PROOF GOLD.

DOMINION OF CANADA ASSAY OFFICE,
VANCOUVER, B.C., March 27, 1902.

THOMAS McCAFFRY, Esq.,
Manager.

SIR,—We beg to submit the following as our report of the Proof Gold manufacture:—

		Ounces.
Cornet gold received	28·08 oz.	
Silver recovered from filtration	2·3779 grams.	0·077
Gold recovered from filtration	1·804 "	0·058
Precipitated gold before melt	27·62 oz.	
Proof gold after melt	27·45 "	27·45
Gold from slag	0·10 "	·10
		27·685
Loss in melt	0·07 "	
Total weight gold and silver recovered		27·685
Total loss		0·395
Loss in melt		0·07
Loss in working up		0·325

COST.

2 assayers, 4 days labour; ¼ gallon nitric acid c. p.; ¾ gallon muriatic acid c. p.; 4½ gallons sulphurous acid	$9 00
Loss in gold ·395 oz. at $20.67	8 16

Your obedient servants,

CHARLES S. HURTER,
Chief Assayer.

C. B. FARQUHAR,
Assistant Assayer.

MANUFACTURE OF SILVER INTO DISCS.

DOMINION OF CANADA ASSAY OFFICE,
VANCOUVER, B.C., March 27, 1902.

THOMAS McCAFFRY, Esq.,
Manager.

SIR,—We beg to submit the following as our report of the Proof Silver Disc manufacture:—

	Ounces.
Received proof silver strips	200·55
Received proof silver brick	57·77
Received proof silver brick	4·96
Total received	263·28
Discs 50 milligrams	52·50
Discs 650 milligrams	206·95
Scrap remaining	3·34
	262·79
Loss	0·49

Your obedient servants,

CHARLES S. HURTER,
Chief Assayer.

C. B. FARQUHAR.
Assistant Assayer.

DOMINION OF CANADA ASSAY OFFICE,
VANCOUVER, B.C., May 6, 1902.

THOMAS McCAFFRY, Esq.,
Manager.

SIR,—We beg to submit the results of the supplementary clean up of silver residues on April 30, 1902.

	Ounces.
Silver recovered from residues	18·75
Scrap from previous clean up	3·34
Total	22·09
Silver discs manufactured	19·86
Scrap remaining	2·14
Total	22·00
Loss	0·09

Your obedient servants,

CHARLES S. HURTER,
Chief Assayer.

C. B. FARQUHAR,
Assistant Assayer.

STATEMENT of Expenditure made by Dominion of Canada Assay Office, Vancouver, B.C., to June 30, 1902.

Alterations and repairs	$ 1,669 77
Acids	78 95
Assayers' materials	313 54
Assayers' balances	894 45
Lock boxes	31 00
Crucibles, covers, &c.	690 14
Castings and metal work	477 42
Chemicals	215 35
Decorations	75 00
Freight and express	462 56
Furnaces	1,377 70
Gas and fixtures	639 63
Electric light, power and fixtures	411 03
Hardware	109 80
Stationery	655 56
Furniture	263 30
Cleaning office	29 75
Oil	1 80
Insurance	46 25
Drawing lease	5 00
Purchase of proof gold and silver	284 72
Machinery and appliances	1,977 79
Telegrams	169 07
Premium on bond	80 00
Gloves	36 00
Rent	1,200 00
Taxes, water	21 58
Postage	8 75
Travelling expenses, McCaffry, Thos.	200 79
Travelling expenses, Hurter, C. S.	100 35
Travelling expenses, Middleton, G.	17 00
Salaries—	
Thos. McCaffry, July 2, 1901, to June 30, 1902	2,493 28
C. S. Hurter, June 20, 1901, to June 30, 1902	1,236 66
G. Middleton, July 15, 1901, to June 30, 1902	1,154 84
J. B. Farquhar, July 1, 1901, to June 30, 1902	1,100 00
D. Robinson, July 18, 1901, to June 30, 1902	687 10
Miss Tierney, November 1, 1901, to June 30, 1902	470 00
J. O'Sullivan, 9 days in May at $5 per day	45 00
Paid Bank of Commerce, commission on gold	658 63
Total	$20,389 56

STATEMENT showing money received and expended by Dominion of Canada Assay Office, Vancouver, B.C., to June 30, 1902.

To amount of appropriation	$20,000 00	
To amount received for grains and sweeps recovered	962 83	
To amount received for special assays (2)	2 00	
		$20,964 83
By amount of expenditure to June 30 per statement		20,389 56
		$ 575 27

APPENDIX TO THE REPORT OF THE SUPERINTENDENT OF MINES.

REPORT ON COPPER BELT AND COAL LANDS NEAR WHITE HORSE, Y.T., AND ON THE MINING CONDITIONS OF THE KLONDIKE, Y.T.

DEPARTMENT OF THE INTERIOR,
OTTAWA, December 15, 1902.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I left Ottawa on July 28 last for the Klondike, in accordance with your instructions, to acquaint myself with the present mining conditions of the district.

On my way to Dawson I stopped over for one day at White Horse for the purpose of visiting the copper belt, the nearest point of which is only 1½ miles from White Horse. The copper belt runs parallel to the Lewes river at an average distance of 3 miles from its western bank, has a maximum width of 4 miles, minimum width of about 2 miles, and has been found to be mineralized for a distance of some 8½ miles. The accompanying map, on a scale of one mile to one inch, shows the principal copper locations in the vicinity of White Horse. It has also an inset, showing the position of this mining district with reference to the principal places in the Territory.*

WHITE HORSE.

COPPER.

The mines visited were the Grafter, Best Chance and Copper King, where some development work had been done. A government wagon road is being constructed, leading from White Horse to this mining region, and about one-half the distance to the Grafter mine had been completed on the date of my visit. At the Grafter mine I found that a shaft of 60 feet in depth had been sunk and some drifting begun. The ore, chiefly Bornite and Copper-glance, carries gold and silver values and many of the specimens examined, taken from shaft and drift, showed free gold.

Some development work had also been done on the Best Chance claim, which joins the Grafter, lying north-east of it, by the removal of the ferruginous capping and the sinking of a shaft some 30 feet in depth. The nature of the ore appeared to be similar to that of the Grafter claim.

At the Copper King, some 3½ miles to the north-west of White Horse, also reached by government wagon road, a shaft of some 30 feet had been sunk and drifting begun. The shaft was timbered and on going down, I found the surface to drift covered with ice, preventing examination. The surface of this claim has been prospected for mineral for a distance of 900 feet by some 30 cross cuts, exposing a mineralized zone, about 200 feet in width. Not sufficient development work has yet been done to disclose the amount of ore contained.

*For a description of the geology of the region by Mr. McConnell, see pages 49 A et seq., summary report on the operations of the Geological Survey for the year 1900. This map will only appear with the monograph form of this report.

Two hundred and ten sacks of picked ore from this mine, representing 8·757 tons net, have been sold through Pellew-Harvey, Bryant & Gilman, of Vancouver, B.C., to the Puget Sound Reduction Company, of which the following is an itemized statement of the transaction :*

Sacks		210
Net weight	pounds	17,870
Moisture	per cent	2
Dry weight	pounds	17,515
Tons, net		8,757
Assay per ton of 2,000 pounds	gold, oz.	0·10
Assay per ton of 2,000 pounds	silver, oz.	11·00
Assay	copper, per cent	46·64
Total value per ton	$98 15	
Cost of treatment per ton	6 00	
Net price per ton		$92 15
Amount	$807 00	
Less freight	64 85	
	$742 15 = $84 74 per ton.	

From this value per ton must further be deducted to obtain the net value, the cost of mining, sacking and cartage from mine to railroad depot. No figures could be obtained for these items.

Although the examination of the copper belt was hurried, and, therefore, necessarily superficial, still sufficient was seen to impress me favourably regarding the mineral contents of the area. The concentration of the ore into matte and shipment of the same for further treatment to refineries will obviously be the method of commercially handling the output.

COAL.

The following statement, relating to the coal lands of the White Horse Coal Company, was made to me by Mr. Robert Lowe, of White Horse:—

'The White Horse Coal Company's lands consist of a strip ten and one-half miles long, and contain 4,000 acres, situated about eighteen miles west and south-west of the town of White Horse, Yukon Territory. There are on the property, so far as known, ten veins ranging in thickness from four feet to twenty feet and aggregating over one hundred feet in thickness and running along the foot hill a distance of about ten miles, being cut off at the east end by a limestone ridge, and on the west end by the Ibex valley, a broad valley with entirely different formations on either side.

'The coal veins dip into the mountain at an angle of about 45 degrees, and show many exposures where cross-cut by streams from the mountain. They are also cross-cut by two deep valleys where water level tunnels may be run in on the veins, and in short distances obtain depths varying from one thousand to fifteen hundred feet beneath the surface croppings. No easier or cheaper place to develop a mine could possibly be prepared by nature. The company has a tunnel eighty feet in length on one vein, showing it to contain nineteen feet of clear coal, almost entirely free from slate or foreign substances. About seven tons of this coal were taken to the White Pass and Yukon Railway and tested by them in March, 1901. This coal was taken out from a depth of about eighteen feet from the surface in mid-winter, soaked with surface water and immediately frozen on exposure to the air, thus rendering it impossible to pick out any slate, &c., and in that condition tested on the road. Herewith are attached the reports of engineer to J. P. Rogers, superintendent, and now on file in their office.

*Copy of assay return of Pellew-Harvey, Bryant & Gilman, Vancouver, B.C.

'The coal lands can be connected with the White Pass and Yukon Railway at a point nine miles south of White Horse, by building twelve miles of railroad up a wide level valley, without engineering difficulties whatsoever, and at a cost of about $10,000 per mile, as estimated by J. E. Beatty, engineer, who surveyed the route, or could be connected directly with White Horse and navigation by the building of about twenty miles of road, thus being entirely independent of the White Pass and Yukon Railway, and at the same time passing directly through the centre of the copper belt.

'*Coal Market.*—At the present time the White Pass and Yukon Railway use ten thousand tons of coal north of White Pass summit, all of which has to be transported over the summit from Skagway and placed in bunkers as follows:—About two thousand tons at Bennett, about two thousand tons at Caribou, and about six thousand tons at White Horse.

'The cost of this coal to the company at Skagway is $7.85 per ton. In addition to this, the company uses for its fleet of steamers thirty-five thousand cords of wood, at an average cost of $6.50 per cord. This wood is annually growing scarcer and is a spruce wood, very light and requiring almost three cords to equal one ton of our coal. The company would be glad to substitute our coal for this wood. The town of White Horse burns about five thousand cords of wood per annum at a cost of $10 per cord in stove lengths.

'The Klondike district and Dawson burnt in 1901 $3,000,000 worth of wood at prices ranging from $12.50 to $18 per cord, according to reports compiled by the wood inspectors and newspaper statisticians of Dawson. The figures for the railroad and steamboats were furnished us by Mr. E. C. Hawkins, Manager of the White Pass and Yukon Railway.

'In addition to this present existing market, the White Horse district will in the next few years develop into a great copper district, with smelters and an almost unlimited market for coal.'

FIRST TEST.

SKAGWAY, ALASKA, April 1, 1901.

Re Test of White Horse Coal.

Engineer A. McGEE,
Shops.

DEAR SIR,—Referring to the test of coal made out of White Horse last Wednesday, I would be glad to have you answer the questions below.

Q. How much of the White Horse coal did you take out of White Horse ?
A. Forty-five sacks, or about two tons.
Q. Was your fire started with it ?
A. Yes.
Q. How much did you burn between White Horse and Skagway ?
A. Two tons run me 80 miles.
Q. How did it compare with the Comox coal for steaming purposes ?
A. Not as good.
Q. Is the percentage of ash greater or less than the coal we are now using ?
A. Greater.
Q. Did you find any slate in the coal on breaking the same up ?
A. Yes, small amount.
Q. Did the coal clinker up any more than the Comox coal ?
A. It did, but not bad for clinkers.

I would be glad to have you answer the foregoing questions as intelligently and fully as possible.

Yours truly,
(Signed) J. P. ROGERS,
Div. Supt.

I was told this coal was taken from a depth of 15 to 20 feet level. Would consider it first class for surface coal. Made very little black smoke.

(Signed) A. McGEE.
Engineer.

SECOND TEST.

SKAGWAY, ALASKA, April 10, 1901.

Re Second Test of White Horse Coal.

Engineer A. McGEE,
Shops.

DEAR SIR,—Referring to the second test of the White Horse coal, made out of White Horse station on the 6th instant, I would be glad to have you answer the questions below.

Q. How much of the White Horse coal did you take out of White Horse ?
A. Thirty-five sacks.
Q. Was your fire started with it ?
A. Yes.
Q. How much did you burn between White Horse and Skagway ?
A. Thirty-five sacks.
Q. How did it compare with the Comox coal for steaming purposes ?
A. Not so good, but makes good steam.
Q. Is the percentage of ash greater or less than the coal we are now using ?
A. Greater.
Q. Did you find any slate in the coal on breaking the same up ?
A. Small amount of slate.
Q. Did the coal clinker up any more than the Comox coal ?
A. Yes.

Yours truly,
(Signed) J. P. ROGERS,
Div. Supt.

(Copy of Analyses furnished by Mr. Lowe.)

ANALYSIS of coal, Sample No. 1, taken from tunnel at a vertical depth of about twenty-five feet from the surface.

Fixed carbon	72·90
Vol. car. matter	5·55
Ash	17·76
Water	3·79
	100·00
Sulphur	0·41

ANALYSIS of coal, Sample No. 2, taken from surface of ground on top of high hill.

Fixed carbon	57·97
Vol. car. matter	10·18
Ash	26·06
Water	5·79
	100·00
Sulphur	0·69

Both samples anthracite.

Unfortunately the authority for these analyses is not stated and Dr. Bell, Acting Director of the Geological Survey, has had the kindness to have check assays made for me of specimens collected for me by Mr. Norris. These specimens were taken: the one marked A from top of the mountain, four feet from surface and about 1½ miles from the tunnel; the one marked B was taken from the tunnel, 63 feet from its mouth, 45 feet from surface and 800 feet below the level from which A was obtained.

The results of the assays, by fast coking, reported by Dr. G. C. Hoffmann, are as follows:—

Specimen A.

Hygroscopic water	3·83
Volatile combustible matter	15·84
Fixed carbon	47·81
Ash (light purplish-brown)	32·52
	100·00

Specimen B.

Hygroscopic water	1·76
Volatile combustible matter	5·69
Fixed carbon	68·59
Ash (light reddish-white)	23·96
	100·00

They are both non-caking.

THE KLONDIKE.

On my arrival at Dawson on August 4, preparation was made to visit the more important creeks to study the methods and mining conditions of the region. A democrat wagon with a span of horses, in charge of a member of the North-west Mounted Police, was for that purpose kindly placed at my disposal by Acting Commissioner Major Wood, and in company with Mr. Beaudette, mining engineer to the department, the following creeks were visited:—Bonanza, Eldorado, Gold Run, Upper and Lower Dominion, Hunker and Last Chance. Quartz and Sulphur creeks were not visited, since nothing new in the way of mining was to be learned by such visit.

The following is the result of my observations along the creeks:—

MINING METHODS.

The methods at present employed in the Klondike in reaching the 'pay-streak,' which underlies the muck and barren gravel of the gold-bearing areas, depend, aside from the requisite supply of water, mainly upon two conditions: The inclination of the ground to be worked, and the depth at which the 'pay' is found.

If the overburden of muck and barren gravel is inconsiderable, the claim is worked by the 'open-cut method.' The pay-gravel is laid bare by the removal of the overburden by 'stripping' the entire area to be worked. If the ground is more or less level, the stripping is effected by the use of scrapers, operated by horses or steam power, steam points for thawing being employed when necessary. If the inclination of the ground permits and the available supply of water is sufficient for the purpose, the overburden is removed by 'ground-sluicing,' *i.e.*, washing away the muck and barren gravel by means of a jet of water under pressure. The pay-gravel is by these methods exposed to the action of the sun, which thaws the gravel, permitting its removal to the sluice-

box by pick, shovel and barrow, or the operation of a steam shovel or 'ground sluicing' into sumps and subsequent elevation by machinery. Illustrations of these methods with particulars will be given later.

Where the overburden is very heavy and the fall of the creek bottom insufficient for ground-sluicing, as at Gold Run, the cost of removal of barren material by above described method is prohibitive and the 'pay-streak' must be reached by shafts and drifts. The breaking down of the frozen gravel in drifting is accomplished either by steam-thawing or ground-sluicing: the latter process being employed where the gravel is coarse and interspersed with large boulders, preventing the entrance to any depth of the steam points, or where steam-thawing would bring down too large a quantity of gravel at a time or result in the premature caving in of the roof or walls of the drift.

If the ground to be worked has sufficient inclination and water of sufficient quantity and under sufficient pressure is available, hydraulicking is the method employed in removing the barren material and extracting the gold from the underlying 'pay-streak.' A powerful stream of water washes away the overburden, disintegrates the barren and paying gravel, which, with the exception of large boulders, is carried by the force of the water along improvised channels into the sluice-box.*

MACHINERY AND APPLIANCES USED IN THE WORKING BY THE OPEN-CUT METHOD.

Steam-shovel plant of Dougherty and Stiles, in operation on Claim 134, below Lower Discovery, on Dominion Creek.

The claim which is being worked by this interesting plant has been stripped by 'ground-sluicing.' The amount of water used for that purpose ranged from 100 to 200 miners' inches. The overburden averaged only 5 feet, the depth of gravel to be worked, 10 feet. The bed-rock had not been reached when I inspected the plant. Very few boulders were encountered, and the gravel was not frozen.

The operations are conducted with two machines; one being the steam-shovel proper, the other the gravel-dressing plant. The steam-shovel is built on the plan of a common dredge, the contents of bucket-shovel being dumped by releasing the catch which holds the swing-bottom in place when being filled, elevated and swung over to be emptied. The release is operated by the engineer operating the shovel. To enable the shovel to tear up the bed-rock, when reached, the lip of the bucket-shovel is armed with three strong prongs of steel. The bucket-shovel is capable of effectively excavating gravel 10 feet below the level of the machine. The bucket-shovel holds about three-fourths of a cubic yard, and the machine has a capacity of 800 cubic yards in two shifts of 10 hours each.

The gravel-dressing machine is composed of a hopper into which the steam-shovel dumps the gravel, which is there attacked by two streams of water under pressure, which disintegrate and wash it into a rotating trommel. The trommel is 40 inches in diameter and perforated with holes of $\frac{5}{8}$ and $\frac{7}{8}$ of an inch in diameter. A spiral ledge, 4 inches high and about 12 inches between spirals, keeps the tailings tumbling long enough to be thoroughly washed by the jets of water which proceed under a head of 27 feet of pressure from a perforated pipe passing through the centre of the trommel. The over-size tailings fall upon a belt conveyor, which can be lengthened, shortened and inclined, as necessity requires, and thus find their way to the dump. The under-size gravel, carrying the gold and the wash-water, passes into a box beneath the trommel, from which it is elevated by a centrifugal pump into the head of a sluice-box, which is connected by gates with two separate sluice-ways, provided with Hungarian

*In both 'ground sluicing' and 'hydraulicking' a jet of water under pressure is the agent employed for disintegrating gravels. The term 'ground sluicing' is used by miners of the region when the gravel loosened and moved by the jet of water requires a second handling to bring it into the sluice box; 'hydraulicking' when the same jet which disintegrates and moves the gravel also forces it into the sluice boxes.

riffles, one sluice-way being used when the other is being cleaned up, so that no stoppage of operations is required during the time occupied by the clean-up.

The steam-shovel absorbs 10 horse-power and the gravel-dresser 8 horse-power. The plant is said to cost $20,000 and, with the exception of some castings, which were imported, was designed and constructed in Dawson. The working force consists at present of 20 men, 10 men for each shift of 10 hours. The capacity of the plant is equal to the work of 90 men per shift of 10 hours.

The quality of the ground worked is low grade, and according to the manager's report, carries $1.50 per cubic yard of pay-gravel, and under the favourable conditions which prevail at this claim, much lower grade gravel could be handled with profit. The cost of operation is reported as 13 cents per cubic yard handled. This low cost is accounted for in part by the exceptional cheapness of the fuel in this special locality. There is plenty of wood near at hand costing $4 per cord, laid down at the claim.

The plant just described furnishes an excellent illustration of the method to be pursued in working profitably gravel which could be worked only at a loss by the ordinary placer methods. This will be seen from the following figures: 4·5 cubic yards of compact gravel is about the average amount a man can shovel from a dump into a sluice box in a shift of 10 hours, for which he receives $7.50, the ordinary average wage on the creeks for labour. This is at the rate of $1.66 per cubic yard, exclusive of the expense for labour in bringing the gravel to the dump at the sluice-box.

A steam-shovel is also in operation on claim No. 2, Eldorado, which is being worked for the second time. The shovel here is used to pick up indiscriminately what was left from the first working, including: tailings, stripping and virgin pillars, and putting this material direct through the sluice-box.

Dredge Operating on 42, below Discovery, on Bonanza Creek.

The following description of this dredge offers nothing specially new in construction, and is given merely to complete the record of machinery used in working by the open-cut method.

The dredge is provided with two endless chains of buckets, 29 buckets for each chain, occupying respectively the front and rear of the structure. The chain of buckets situated at the front or bow performs the function of excavator and hoist, the other that of tailings-stacker. The lips of the buckets of the former are armed with strong prongs of nickel steel, those of the latter are plain. A 75 horse-power boiler furnishes the steam-power, 65 horse-power being required to operate the plant.

The excavating buckets elevate and empty the gravel into a rotating perforated trommel, the axis of which is inclined about 10°. The gravel tumbled by the rotation of the drum is washed by jets of water, which proceed under pressure from a perforated pipe, which passes along the axis of the trommel. The over-size falls into the buckets of the tailings-elevator and the fine gravel, carrying the gold, passes along with the wash-water over tables situated on either side of the trommel. These tables are provided for the purpose of catching the gold with mats, which are overlain by expanded metal, which performs the function of riffles. The gold which is not caught on the mats falls with the tailings into sluice-boxes situated below these tables.

The 'clean-up' is effected every morning. The mats are shaken over a pan placed in a large box, and panned in the usual manner. The fine gold, which cannot be thus recovered, falls into the box, from which it is transferred to amalgamators and run over amalgamated plates. The sluice-boxes are cleaned up in the usual way.

Three men for one shift are required to run the dredge, which handles on an average 700 cubic yards of gravel in a run of 20 hours, which represents the labour of 156 men working with a shovel and pick. The consumption of fuel is 3 1-10th cords of wood per day at a cost of $12 per cord. The men receive $5 per day and board.

The depth of water needed to float the dredge is 4 feet. Where the ground is not frozen, the whole depth of the claim is taken up without moving the dredge; where it

is frozen, the unfrozen top is taken up, down to the frost, the remainder is taken up later, when thawed by the sun.

Open-cut Worked by 'Ground-Sluicing' and Bucket-Elevator.

Claim 17, Eldorado creek, acquired by A. W. Hamberger from J. Hall, is being re-worked by the former by the method of 'ground-sluicing.' The gravel is disintegrated and washed down into a sump by a jet of water from a 2-inch nozzle, under a head of 35 feet. From the sump the gravel is elevated 30 feet and dumped into the sluice-box by means of a bucket-chain elevator. Part of the water used for sluicing is elevated by pump from the sump in which the water from the 'ground-sluicing' collects: 25 horse-power is absorbed by the pump and 12 horse-power by the bucket-conveyor, requiring three cords of wood in 24 hours for steam-making: 15 men are at present employed, which will be reduced to 8 next year, 4 men for each shift of 10 hours. The conveyor does the work of about 62 men as regards the quantity of gravel moved, without taking into consideration the work required in lifting the gravel some 30 feet.

This method of re-working ground on open-cut is very effective; the gravel readily yields to the force of the jet and is with little difficulty washed into the sump.

Centrifugal Pump in open-cut on 29 below Discovery, on Hunker, at the mouth of Gold Bottom.

The sluicing on this claim is done at the bottom of the open-cut. The head of the sluice-box in this case is provided with a grizzly, preventing boulders and large size gravel from passing down into the sluice-way. The over-size is forked out into wheelbarrows and deposited in the worked-out portion of the cut. The fine tailings and sluice-water pass into a sump, into which dips the intake of a centrifugal pump, which forces the fine tailings and water through an iron pipe back into the creek.

METHOD OF SHAFT AND DRIFT.

The improvements made in the machinery required for bringing the pay-gravel from the drifts to the sluice-box on the surface consist in the replacement of the windlass by steam-hoists and the introduction of self-dumpers. These latter labour-saving devices are of special interest in that they represent an invention made in the Klondike and credited to one Bernard Esby. There are now a number of patterns in use, but all operate on the same principle, which consists in running a trolley, carrying a bucket, up an incline wire-rope, tightly stretched between shaft and sluice-box, to the head of the sluice-box, where on account of the tightening of a rope attached to the underside of the lip of the bucket, the bucket is capsized, discharging its contents into the sluice-box. On slackening the hauling rope, the bucket is righted, and the trolley returns by gravity along the wire-rope to the mouth of the shaft. Arrived here, the trolley is locked, the pulley to which bucket is attached is released and descends by gravity to the bottom of the shaft. On hoisting, the tightening of the hauling rope, when bucket has arrived on top of shaft, unlocks the trolley, but locks the pulley holding the load to the car, and the trolley now proceeds, as before described, up the incline to discharge its load automatically at the end of its journey.

The foreman of the McDonald Iron Works Company, Dawson, was kind enough to furnish me with rough sketches of two of the most commonly used patterns. The accompanying drawings, based on these sketches, illustrating the operations of these self-dumpers, and showing the functions of the different parts in the critical positions of the trolley, were made by Mr. William J. Graham, through the courtesy of the geographer, Mr. White.

Pattern No. 1.

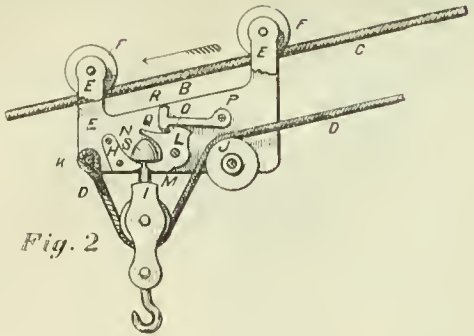


Fig. 2

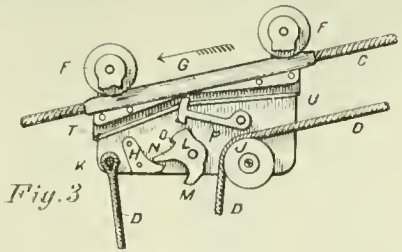


Fig. 3

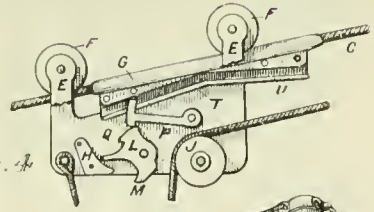


Fig. 4

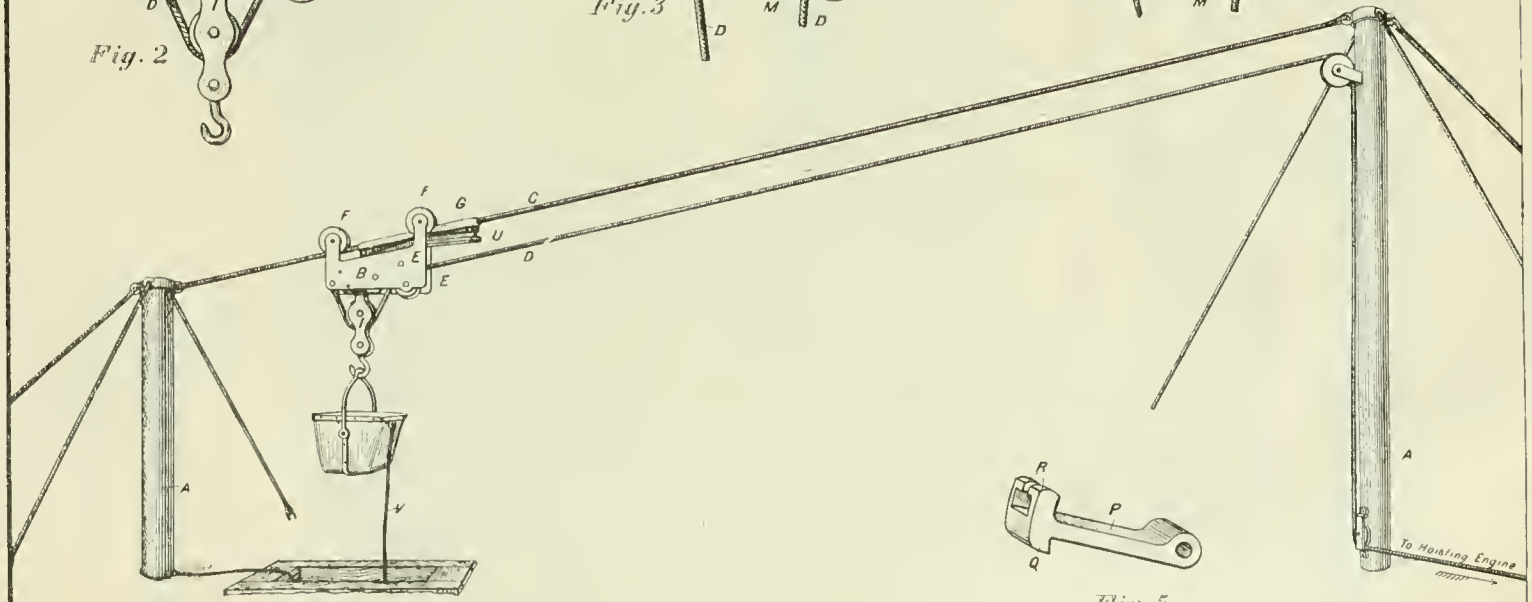


Fig. 1

Fig. 5

W J. Graham

Description of Self-dumper, Pattern No. 1.

Similar letters of reference to indicate similar parts are employed throughout.

Fig. 1 represents a parallel perspective view, showing the general arrangement throughout. The trolley with load in position for its journey along the cable to point of discharge.

Fig. 2 represents an enlarged detail view of trolley-car in side elevation, with outer plate of car removed to show the interior mechanism.

Fig. 3 illustrates the position of interior parts of trolley-car, when in position for releasing the bucket to descend the shaft.

Fig. 4 illustrates the position of interior parts, when locking the trolley, preventing its farther descent.

Fig. 5 represents a detail perspective view of the retaining hook, showing the slot which fits the incline on the cable.

The posts A, strongly guyed, are placed one near the shaft and the other just beyond the point of discharge. The incline of the standing rope C is such that the car will, on slackening the hauling rope D, run by gravity freely from discharge position back to position over shaft and with sufficient momentum to engage the trolley-locking device P U. Q of P is lifted out of recess of cam L (shown engaged in Fig. 2) throwing cam L over from position in Fig. 2 to that in Figs. 3 and 4, allowing head S of pulley-block I to slip from the jaws of cam L and stationary iron piece H. This releases the pulley-block with attached bucket, which is now free to descend. During release, the locking bar P has slid along the incline U from position shown in Fig. 3 to that shown in Fig. 4; Q of locking bar P being now in contact with head of cam L, trolley is prevented from further descent.

On hoisting bucket from shaft, trolley car, being in position shown by Fig. 4, moves up the standing rope until R of lock-bar P, arrives at U and remains locked in this position until heqd S of pulley-block I, passing into gap between H and L and striking the prolongation N of cam L, throws L over, so that jaw M engages beneath head S, while Q of P locks into recess on cam L (as shown in Fig. 2), permitting R of P to lower sufficiently to allow trolley to slip from incline U in the direction of discharge. In this position pulley-block is locked and trolley with its load, on further hoist, travels along incline to point over sluice-box. Meanwhile dumping rope V is stretched taut, and on further hoist capsizes the bucket, dumping its load. At this instant, observed by the engineer at the hoist, power is shut off and the hoist reversed; the bucket assumes its vertical position and the car follows the slack of hoist rope D to position shown in Fig. 1.

The engineer is signalled from shaft when bucket requires to be hoisted, but his position in the engine-house is such that he observes for himself when power is to be shut off and engine reversed after dumping of load.

This pattern works well with loads up to one ton.

PATTERN No. 2.

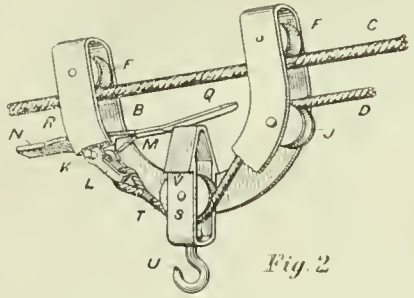


Fig. 2

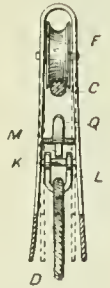


Fig. 3

Fig. 4

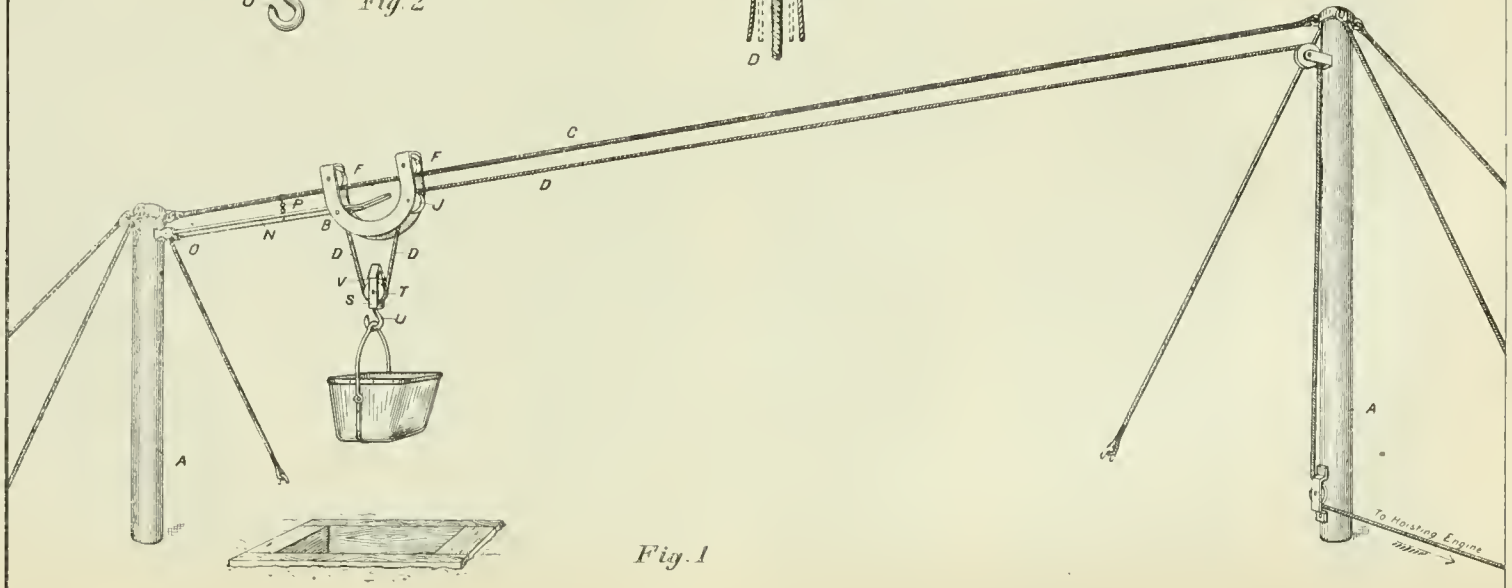


Fig. 1

W.J.Graham.

Description of Self-dumper, Pattern No. 2.

This mechanical device, illustrated by accompanying drawing, is even more ingenious than the one just described, in that the operations are performed by fewer parts and of such simple construction that, with the exception of the pulley and the two rollers of the trolley, the remainder can easily be constructed by any good blacksmith.

As before, similar letters refer to similar parts.

Fig. 1 represents a parallel perspective view, showing the general arrangement throughout, and the bucket in the act or position of either ascent or descent.

Fig. 2 represents an enlarged angular perspective detail view of trolley car on standing rope, with bucket removed and pulley-block in position for carrying the load.

Fig. 3 represents a vertical transverse section of the car near its centre, and showing the limbs of the frame of the car in the spread position in which the bucket is released to descend the shaft.

Fig. 4 represents a detail plan view of the underside of the locking bar at its front end.

The frame of the car B consists primarily of an elliptic or steel outline, which is afterwards, as shown in Figs. 1, 2 and 3, bent with a round turn parallel to the minor axis. The turn is of such width that sufficient space is left between the two semi-elliptic sides to accommodate the rollers F. The roller J, over which the hauling rope is carried, is located beneath the standing rope C; on the opposite side of the frame a pin K serves as a support for clevice L, to which the hauliug rope is permanently attached. There is sufficient space between the eyes of clevice L to permit catch M of locking bar N to pass over pin K, engaging the pin K, on slackening hoist rope D, when in position shown by Fig. 2.

The locking bar N consists of a flat iron bar jointed at O to post A, and secured by chain P (as shown in Fig. 1) so as to hang at the proper distance from standing rope C, to permit catch M fully to engage pin K.

Part Q of the bar N is inclined upward. The bar itself widens gradually from its outer extremity to the points R where stops are situated (as shown in Fig. 4) which prevent the trolley car from descending further on the incline of the standing rope C. This widening portion acts as a wedge to spread the car frame, as shown in Fig. 3, and also as a brake to ease the blow on the stops at R.

The pulley-block S, carrying the roller T, consists of an iron frame, wedge-shaped at its upper end, and the lower end furnished with hook for the support of the bucket. The wedge-shaped portion acts as a guide between the limbs of the car-frame and at the same time provides the catch-ledges N, which rest on the upper edges of the lower parts of the limbs of the car, when the frame springs back to its original position, thus supporting firmly the block with its load upon the car.

The capsizing rope, on under side of lip of bucket, is not shown.

Operation: Assume the bucket with its load (see Fig. 1) in position of ascent. On hoisting, the wedge-shaped part of pulley-block S, entering between teh limbs of frame of car, strikes the part Q of lock-bar N, which disengages the catch M from pin K, releasing the car B. On further hoist, the car in its onward movement along standing rope C slips gradually from the inclined sides of lock-bar N; the limbs of the frame of car approach each other until the catch-ledges V rest securely upon the upper edges of the lower part of the limbs of the frame. Any further hoist moves the car with its load along the standing rope C to the point of discharge.

On return by gravity, arrived over shaft, upper part of frame of pulley-block S slides along incline Q of lock-bar N, lifting catch M above pin K, at the same time wedge-shaped part of lock-bar N opens limbs of frame of trolley to allow pulley-block, on further slackening, to pass between them and the bucket descends the shaft. As the top of pulley-frame leaves the lock-bar N, the lock-bar descends and catch M engages pin K, locking the car in position over shaft.

Observations were made regarding the efficiency of self-dumper, pattern No. 1, on discovery claim, lower Dominion creek. By counting the number of buckets raised in a given time it was found that on an average 300 buckets could be raised from the shaft, which in this case was 46 feet in depth, and dumped in sluice-box in a shift of 10 hours, on the supposition that a loaded bucket was always ready at the bottom of the shaft to be exchanged for the empty bucket arriving.

The Need of Testing Ground by Panning when Drifting.

In taking out gravel by drifting, it is necessary, to avoid passing from the 'pay-streak' and mining barren gravel, that the ground be continually tested by panning as the drift advances. Neglect of this precaution leads frequently to disaster. An illustration of the consequence of such disaster, cited by the mining inspector for the Gold Run district, is that of the case of Mr. Denker, who worked on a 'lay' the claim No. 12, below Discovery, on Quartz creek. It is stated that Mr. Denker worked all last winter taking out gravel from the claim, which he supposed to be 'pay.' On sluicing in the spring, it was found that most of his dump consisted of barren gravel. The claim passed into other hands, and by panning and keeping within the 'pay-streak' the present operators found the claim a profitable venture.

A still more telling illustration is given by the mining inspector of the Dominion creek mining district. Mr. Louis Pond, owner of No. 31 Creek Claim *b*, Upper Discovery, on Dominion creek, worked all last winter with three steam plants, employing 21 men, accumulating on the dumps large quantities of gravel. No panning was done during the winter's work. On washing up the gravel in the spring, most of it proved to be barren. The new owners, by careful panning, kept within the 'pay-streak,' and were able by three weeks work to pay the purchase price of the claim, $2,500.

HYDRAULICKING.

The Coffee Hydraulicking Plant.

The claim worked by this plant is situated on King Solomon Hill, at the mouth of Boulder creek. The water, brought from a point 4 miles above the mouth of Boulder creek, conducted by ditches, flumes and syphon, is delivered at the distributing point on King Solomon Hill under an effective head of 150 feet. The diameter of the nozzle is 3 inches, that of the pipe 10 inches. The gravel is guided by channels into a long sluice-box, provided with block-riffles shod with iron. The tailings are deposited on claim No. 1, Boulder creek. The plant is very effective.

The hydraulic plant of George Johanson has already been described by Dr. Miers, in his 'Visit to the Yukon Gold Fields, August, 1901.' It may be stated, however, that since then Mr. Johanson has put in a new condensing plant to purify the water of the creek for the boilers, and that, according to his statement, he expects his claim to be worked out next year, and that he will then remove his plant to his hydraulic claims on the Big Salmon river.

I learn from Mr. Robertson, Mining Inspector, Grand Forks, Y.T., that Andrews & Company have secured Cheechako Hill, with the object of converting it into an hydraulic proposition, and that Mr. Andrews has secured the necessary pumping machinery. During the present season, Mr. P. H. Hebb, owner of a large block of claims on the Hill, has been working these claims by the method of 'ground-sluicing,' and has, up to September 1, uncovered about 50,000 square feet of bed-rock, yielding upward of $50,000.

'To do this work Mr. Hebb employed on an average 10 men for all work, 2 men being required for the actual work of 'ground-sluicing.' The amount of water used was, when at its best, about 50 miners' inches, 30 miners' inches being the usual amount, which is very little more than half a sluice-head, while for a considerable time this water was being used for the second time, it having been used to sluice dumps on the hill at a higher level.

'The water used was pumped from Bonanza creek by a Worthington pump, driven by an 80 horse-power boiler, at a cost of about $60 per day, requiring about 4 cords of wood for 24 hours.'

A large hydraulic plant arrived at Dawson, on September 5, for Cecile Cole, to be used for pump-hydraulicking on Last Chance creek.

The time is rapidly approaching when efforts will be made to work by hydraulic methods the benches and hillsides in the Bonanza mining division. To enable operators to carry out such purpose, the requisite dumping ground will require to be provided. At present it is the practice of owners of worked out or worthless creek ground to hold their properties at such high figures as effectively to prevent the hillside operator from acquiring such ground for dumping purposes. It seems in the best interests of the region that bona fide hydraulic operators be protected from the 'hold up' which is being practised in this matter by owners of worked out claims. The grant for placer mining issued by the Department of the Interior expressly provides that 'the said grant shall lapse and be forfeited unless the claim is continuously and in good faith worked by the "owner" or his associates.' Insistance on the carrying out of these conditions expressed by the terms 'continuously and in good faith' will release many of these claims and render them available for the much needed dumping ground.

ROCKERS.

Very few examples of the primitive method of rocking out the gravel remain to be seen in the region. The few observed were on claims Nos. 9 and 10, on No. 7 Pup, a tributary of Victoria gulch. On No. 9 four men were at work, two men employed pick, shovel and barrow, supplying the two rockers with pay-dirt. The men claimed to be making an average of $10 per day per man. On No. 10 only two men were at work, and their average earnings were about $7.50 per day.

But for the scarcity of water, the proper method of working this steeply inclined gully would be by hydraulicking.

PUDDLING MACHINES.

On a bench claim, which I examined, on Last Chance creek, the pay-gravel, which is found only a few feet below the surface, is distributed through a very tenacious clay, which prevents the recovery of the gold by the ordinary method of sluicing, and requires to be distintegrated before being run into the sluice-box. For this purpose the gravel, which is trammed down the hillside to the creek, is dumped into what is called by its operator a puddling machine. This machine consists of two concentric wooden cylinders, about 3½ feet high and of respective radii 2 and 6 feet. The space between the cylinders is floored and the interior cylinder filled with earth, tightly rammed about an upright post, occupying its centre. This post carries a strong iron pin which fits into a hole of a wooden beam, about 3½ inches in diameter. This hole divides the beam into the respective lengths of 4 and 8 feet. At a distance of 4 feet from the centre on each side the disintegrator is attached. This consists of a triangular frame of wood, into which stout iron pins are driven, after the manner of a common harrow. These pins rest upon the floor-space and to prevent the tilting of the disintegrator, as it is moved along in its circular path by a horse hitched to the longest part of the beam, it is loaded with boulders. The operation is as follows:—The pay-gravel is dumped into the circular space between the cylinders, water is added and the disintegrator dragged through it by the horse hitched to the longest end of the beam. One charge, consisting of perhaps 4 cubic yards, requires 8 hours puddling before it is sufficiently disintegrated to be allowed to pass into the sluice box, which is connected with the puddling machine by a gate in the outer cylinder. A second machine of a similar character was in process of construction at the time of my visit.

I could not learn from the workmen how much gold this clayey gravel carries per cubic yard, but it must evidently be quite rich to pay working it by such a crude and primitive machine.

THE CLEANING OF AURIFEROUS BLACK SAND.

Where pay-gravel contains much black sand, the separation of the gold from the black sand is, on account of the high specific gravity of the latter, not completed in the sluice-box. This sand is usually saved and sold to persons who make it a business by special methods to effect the separation at a profit. Mr. Napoleon Huot, on No. 35, below Upper Discovery, Dominion creek, cleans his own black sand, of which great quantities collect in his sluice-boxes.

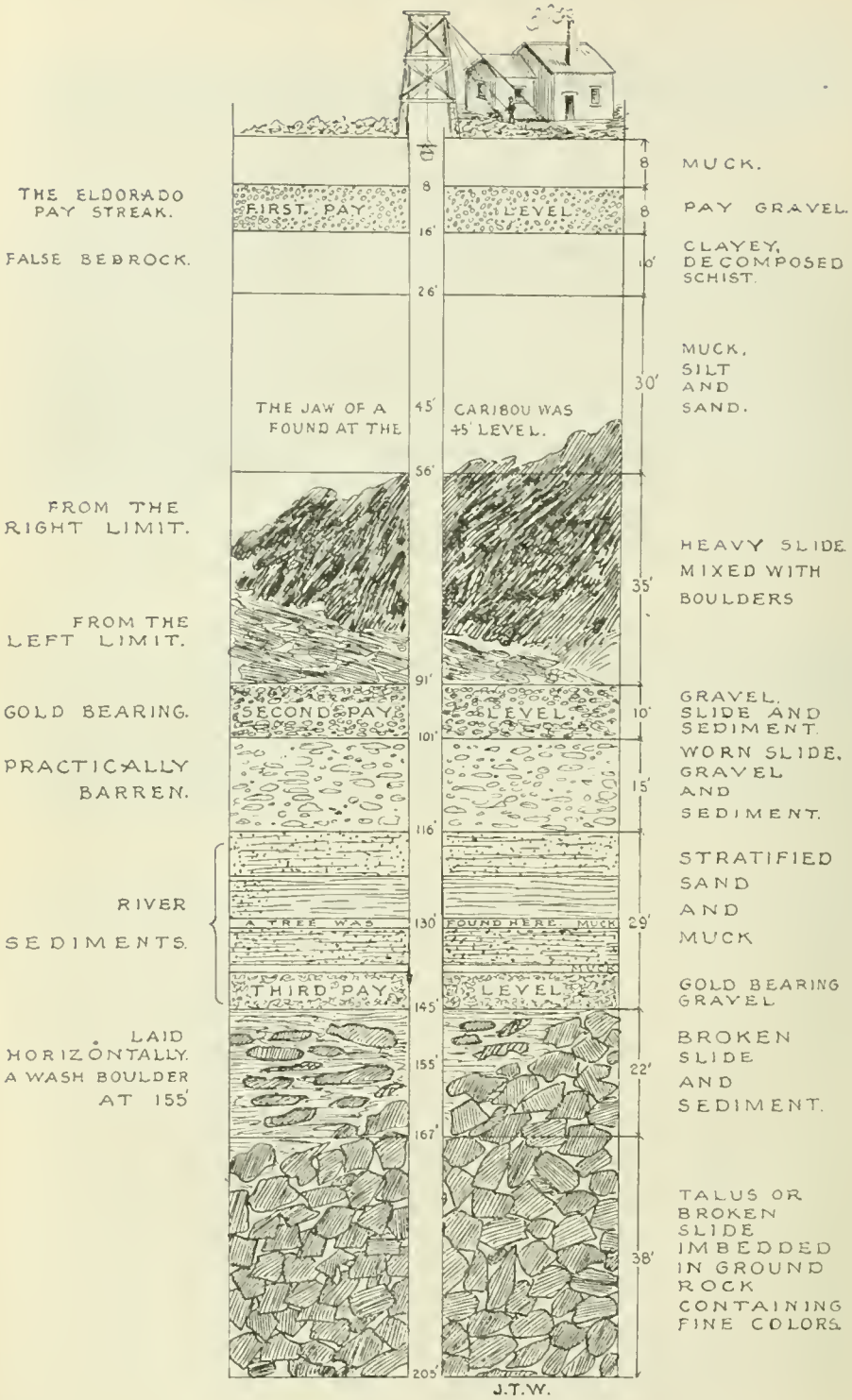
His method consists in using mercury to amalgamate the gold. This mercury is retained by high transverse riffles, two for each length of sluice-box, the entire sluice-box comprising nine lengths. The water carries the black sand above the high riffles, the gold is retained by the mercury. This separation is not complete. Specimens of the black sand, cleaned by this process, were found on assay still to contain 0·47 oz. per ton, valued at $9.71.

The tin-stone, which occurs in large quantity on this claim, was found to be auriferous. The specimens collected assayed 0·01 oz. gold per ton, valued at $0.21.

CHARACTER OF THE GOLD.

During my visit to the various claims, I have taken every opportunity which presented itself to examine the gold won at these claims. I was impressed with one characteristic which was common to nearly all the gold examined, viz.: the shape of the grains. The grains were flat, roughly elliptical plates, more or less smooth on both surfaces. This shape would not result from travel of the gold along with the gravel down the creek-beds, but rather from the pressing and polishing action of the gravel, as it passed over the gold, flattening out the grains and elongating them in the direction of the passage of the gravel over them.*

*See also Mr. McConnell, Summary Report of the Geological Survey Department for the year 1901, page 26.



LOOKING DOWN ELDORADO

215 Foot Shaft on No. 3 A, Eldorado Creek.

In 1901, upon the right limit of No. 3 Eldorado 'pay' was struck below what had been considered the bed-rock. Mr. Asa Thurston Heydon, M.E., in the *Dawson Daily News*, of August 11, makes the following statement in connection with this interesting discovery. 'This "pay,"' he writes, 'was of a local character, and its continuation was struck upon No. 3 A . . . . The next step forward was taken by Messrs. Thompson, White and Granger, who, acting upon Mr White's knowledge that there was still muck below the deeper "pay," purchased No. 3 A and commenced searching for the deepest "pay." After purchasing, they drifted 30 feet towards the creek, from the bottom of the shaft through what appeared to be a point of solid bed-rock, and found a mixture of worked-over silt and gravel containing good "pay." As this mixture descended a little draw or sag in the run at an angle of about 30 degrees, it was followed a distance of 90 feet, which gave a total of 80 feet from the surface. By that time the gold had left the bed-rock and worked up into the slide. As the combination of shaft and incline made the hoisting both inconvenient and expensive, the old workings were abandoned, after incurring an expense of $6,000, and the present, known as the deep shaft, was begun last February.

'After passing through the eight feet of muck, the regular Eldorado "pay" streak, 8 feet in thickness, was struck. This was the first "pay" level encountered and rested upon 10 feet of slide or false bed-rock, formed of a clayey decomposed schist. This was underlaid by a 30-foot deposit of muck, silt and sand. Beneath this was a heavy slide from the right limit, resting upon another from the left. These slides aggregate 35 feet in thickness. Underneath there was a 10-foot layer of mixed slide, gravel and sediment, containing good "pay." This formed the second "pay" level. As the gold differed from the creek gold, and was almost identical with the beautiful French Hill gold, the belief that the missing bench gold had broken down into the deep channel was still farther confirmed. Incidentally this is undoubtedly the same layer that was followed down by the incline.

'The next layer, 15 feet in thickness, is composed of river-worn slide, unmingled with gravel and sediment. The fact that it is barren at that point does not militate against its being valuable elsewhere.' This was followed by 29 feet of river gravels and sediments, containing the layers of muck, one of which held a tree some 12 inches in diameter. These gravels and sediments, aside from a slight and natural variation in colour, are identical with those upon the benches, and afford farther proof of the correctness of the deep channel theory. The lowest stratum of these river gravels forms the third "pay" level and, although low grade at that point, would in all probability develop into a "pay" proposition by cross-cutting it.

'The third "pay" level rests upon a mushed up mass of broken slide and sediment with an occasional wash boulder, all laid horizontally until it gradually merges into what appears to be a talus or broken slide, such as gathers at the base of a bluff or steep declivity.

'The boulders of this slide are embedded in ground rock and lie upon each other in all shapes, while there are frequently open spaces between them of considerable size. This mass had been penetrated to a distance of 60 feet by the shaft, which has reached a depth of 205 feet. From the indications uncovered, it would hardly seem as though it could be more than 50 feet to solid bed-rock, but there are absolutely no data upon which to base an estimate, consequently the only thing to do is to keep sinking until something definite one way or the other is discovered. It is also quite likely that the solid formation would be struck upon the rim or side, which would necessitate some drifting in order to reach and test the deep channel.'

The description just given is substantially the one given me by Mr. Thompson on my visit to the shaft, who informed me also that since the publication of the description of the shaft by Mr. Heydon, they had added 10 feet to the depth, so that the shaft, when I left, was 215 feet down. They were still in broken sericite schist. The sinking

of the shaft, Mr. Thompson stated, was undertaken in the hope that on reaching the true bed-rock, they would strike a rich 'pay-streak,' which would justify the outlay on what has proved so far a costly venture.

I found the shaft timbered all the way down and was not, therefore, able to check the section of the shaft, as published by Mr. Heydon, and which is here reproduced.

INDIAN RIVER CONGLOMERATE.

It had been my intention to visit and examine the conglomerate deposits on the Indian river, but I was informed by Mr. Beaudette that no development of any consequence had been made, and that not much could be learned by mere inspection. He further reports that two tons of this conglomerate were put through the stamp mill of the Ladue Company, at Dawson, with the result of a yield of $2.24 per ton. The ore was taken from a drift driven into the conglomerate deposit to a distance of 15 feet.

A fire assay was also made by the assayer of the Ladue Company, giving a result of $2.27 per ton, which corroborates the mill run, and shows that in milling practically all the gold was saved.

The opinion was expressed that the gold is distributed through the cement, and is not carried by the quartz pebbles. This appears to be substantiated by the fact that, on panning the cement, colours were obtained.

QUARTZ.

Great activity has been manifested by prospectors in searching for auriferous quartz and many quartz claims have in consequence been staked.

I visited what were represented to me at the time as some of the more important of these quartz claims, where some development was reported to have been made. Specimens were collected and assays of these made at the Dominion of Canada assay office, Vancouver, B.C.; results of the assays of these specimens are given at the end of description of each locality from which the specimens were obtained. The gold values are calculated at the rate of $20.67 per Troy ounce.

Lone Star and New Bonanza Mineral Claim.

This claim is situated on top of Victoria Hill, which constitutes the divide between Bonanza and Eldorado creek. It was reached by way of Victoria gulch and trail leading up to the top of the hill. The development work consisted of a shaft 4 feet square, 38 feet deep, at the bottom of which a tunnel, 50 feet in length, had been constructed. The quartz here occurs in the form of stringers, which are separated from each other by thin layers of sericite schist. These stringers differ in width from the thickness of a knife blade to several inches, swelling out into lenticular masses, which again become constricted, only to widen out again. They are enveloped by sericite schist, abundantly mineralized with iron pyrites and galena. What is regarded as the foot wall is quartzite, the hanging wall, sericite schist. Free gold occurs in all the specimens examined on the contact surface between the quartz and mica schist. At a distance of about 28 feet from the shaft another shaft had been sunk, but this was filled with water at the time of my visit. A number of cross-cuts had been made on the surface, in each of which quartz showed abundantly. Masses of quartz were seen protruding from the surface all about the locality where the shaft was sunk, and it needed only to wet the surface of the quartz with water to reveal the bright specks of gold adhering to their surface. These quartz blocks seemed to have been weathered out from the country rock, and evidently occupied their original position.

On leaving the mines, we passed down towards Gay gulch to the road along Eldorado creek. On our way down we met with many cross-cuts, which had been made

wherever there seemed to be an indication of quartz. About two-thirds of the way down the hill a pit, 4 x 8 feet, had been blasted out of the quartz to a depth of about 3 feet. There is no doubt regarding the abundance of quartz indications, but in what condition and in what quantity it was impossible to determine.

Gay gulch and Victoria gulch, the former a tributary of Eldorado creek, the latter of Bonauza creek, limit Victoria Hill toward the sources of Bonanza and Eldorado creeks. Above Victoria and Gay gulches, Bonanza and Eldorado creeks respectively are unproductive, below these gulches the creeks are rich. It seems a reasonable conclusion that the gold in these creeks, at least as far as thy flank the sides of Victoria Hill, was derived from Victoria Hill.*

The following are the results of assays made from the Lone Star mineral claim. The specimens were taken from the shaft above described:—

Specimen No. 1.—

Thin pieces of quartz stringer coated with sericite schist.
Gold per ton, 0·51 oz.; value, $10.54.

Specimen No. 2.—

Quartz from interior of thick piece of stringer, free from sericite schist.
Gold per ton, 0·12 oz.; value, $2.48.

These assays, while corroborating the observation that the gold chiefly occurs at the contact surface, between the sericite schist and the quartz, furnish no indication of the average tenor of the quartz, since the distribution of the gold is very irregular.

On the Divide which separates the left Fork of Hunker from the left Fork of Dominion Creek.

On top of this divide occurs an exposure of quartz, 51 feet in length, with a maximum width of 17 feet. A shaft, 12 feet in depth and 8 x 4 feet cross-section, was sunk, the whole being in quartz. The quartz is milky, tinged with oxide of iron and free from spangles, or thin layers of sericite schist, which is the rock in which the outcrop occurs. At a distance of 310 feet to the west of this outcrop occurs another, 20 feet 9 inches in length, and rising above ground to a distance of 6½ feet. Large masses of quartz appear all over the hillside, which seem to lie in their original positions, having been weathered out from their matrix of mica schist. The creeks, left fork of Hunker and left fork of Dominion, which skirt the hill, are barren.

A specimen taken from shaft assayed 0·02 oz. Gold per ton valued $0.41.

On Gold Run, opposite 33 Creek Claim, left Limit.

An attempt has been made to drift into the side of the hill. The tunnel was securely locked, work and tools had been abandoned, and it was impossible to learn anything definite regarding the distance to which the tunnel had been driven, nor of the character of the deposit. From the dump outside it could be seen that the quartz was highly mineralized, being liberally peppered with iron-pyrites. A specimen taken from the dump gave the following results:—

Gold per ton, 0·02 oz.; value, $0.41.

Quartz Claim, opposite No. 73, below Discovery, on Hunker Creek.

Sixty feet above the road a tunnel has been driven into the side of the hill, following what appears to be a true fissure vein to a distance of 250 feet. The vein passes

*Regarding Victoria Hill as the source of some of the gold in Bonanza creek, Mr. McConnell makes the following statement: 'That some of it came from this point seems beyond question,' page 36, Summary Report, Geological Survey Department for the year 1901.

through graphitic schist in a direction of 95° W. of north, according to observations taken by Mr. Beaudette.

Specimens for assay were taken at distances of 100, 200 and 250 feet from mouth of tunnel and also from dump. The following are results of assays:—

No. 1. 100 feet from mouth of tunnel—Gold, 0·05 oz. per ton; value, $1.03.

No. 2. 200 feet from mouth of tunnel—Gold, 0·01 oz. per ton; value, $0.21.

No. 3. 250 feet from mouth of tunnel—Gold, 0·03 oz. per ton; value, $0.62.

No. 4. 250 feet from mouth of tunnel—Gold, 0·02 oz. per ton; value, $0.41.

The following specimens were taken from dump:—

No. 5. Gold, trace.

No. 6. Gold, 0·03 oz. per ton; value, $0.62.

No. 7. Gold, 0·03 oz. per ton; value, $0.62.

The Ladue Quartz Property on Lepine Creek.

This property is situated some 15 miles north-east of Dawson, and is reached by trail. The width of the exposure of quartzite is 296 feet, the dip 45° south and strike N.W. An extensive talus reaches from the outcrop down the declivity of the hill to Lepine creek. The face of the outcrop shows the rock in a very shattered condition. Specimens for assay were taken from different parts of the outcrop. The results of these assays are as follows:—

No. 1. Greenish-gray quartzite, containing minute crystals of iron-pyrites, No. 2 lower tunnel Tupper—Gold, trace.

No. 2. Weathered iron-stained quartzite, No. 1 high tunnel Tupper—Gold, trace.

No. 3. Weathered quartz, iron-stained from talus—Gold, trace.

No. 4. Greenish-gray quartzite, containing iron-pyrites, slightly iron-stained, No. 3 right hand tunnel Tupper—Gold, 0·15 oz. per ton; value, $3.10.

The Ladue Company contemplate removing their four-stamp mill from Dawson to this property, with the expectation of adding to the number of stamps, if the quartz prove profitable. There is plenty of good wood in the immediate vicinity of the property for fuel, and coal within three miles, which has the following composition, determined by Dr. Hoffmann, through the courtesy of Dr. Bell, Acting Director, Geological Survey:—

Hygroscopic water	14·38
Volatile combustible matter	34·26
Fixed carbon	42·80
Ash	8·56
	100·00

Coke non-coherent.

There is sufficient water in Lepine creek to furnish 700 horse-power, if dam be constructed to give a fall of 6 feet.

From the assays of the specimens quoted, taken from what were regarded as the most promising of the quartz locations, it will be seen that quartz of sufficient richness and in paying quantities remains yet to be discovered in this region. The comparatively high assay value of some of the specimens taken from the Lone Star mine, on Victoria Hill, is no indication whatever that much of the quartz will carry similar high values. In fact the assay of the quartz from the interior of the stringers shows that the average tenor may be comparatively low.

FUEL.

The fuel at present employed in firing the boilers is wood, which varies in price according to locality from $12 to $17 a cord. But little wood is left in the vicinity of the creeks which are being worked, and it is becoming necessary to go further and further afield for the supply, which increases the cost by the additional amount of teaming required. The wood, which is spruce, with here and there a little birch, is cut green, loosely piled and set on fire, which burns off the branches, carbonizes the bark and partly dries out the wood. In this condition it is delivered in 16-foot lengths.

Owners of claims requiring a heavy outlay for fuel to operate their machinery are looking forward with interest to the experiment being made by the N. C. Company, of Dawson. This company is equipping all its river boats with apparatus for using coal oil under the boilers, and is erecting four storage tanks along the route from St. Michael to Dawson. These tanks are to be constructed of 3-inch wood of a capacity of 5,000 barrels. To distribute the oil for storage in these tanks the company will employ two tenders carrying metal tanks. The oil to be used will be brought by tank-steamers direct from the California oil fields to St. Michael.

I understand from Mr. Phillips, Manager of the N. C. Company at Dawson, that the change from the present method of heating with wood to that of coal oil is easily effected and at comparatively small expense, and that the saving in time of transit and firing costs in one year is expected to be sufficient to cover the entire expense incurred in making the change.

The superiority of coal oil as a fuel over the best coal and wood is easily understood when it is recollected that 1 pound of coal oil on perfect combustion is equal in heating effect to 27,000 B.T.U.,* one pound of the best Welsh anthracite is equal to 14,858 B.T.U.** and one pound of dry wood to only 5,943 B.T.U. Hence, coal oil is, as a heat producer, about twice as effective as anthracite coal, and four and a half times as effective as wood.

It appears that coal oil, if introduced as a fuel, will meet the needs of the miner in that region. Its transportation along the government roads in iron tanks presents no difficulty, and claim-owners in adopting oil as fuel save the extra labour involved in handling solid fuel and in stoking.

FUTURE OF THE KLONDIKE.

The first workings of the claims of Bonanza and Eldorado creeks by the cruder methods of earlier years have been so wasteful that it has been found to pay to work them a second time, and some claims have yielded, on second working, larger returns than on first working. Many of these claims are now worked out 'from end to end and rim to rim, and are fit for nothing else than dumping ground.' No claims on the other creeks, as far as I could ascertain, are being worked a second time, nor is it likely that it would prove profitable to re-work them, since the methods of extracting the gold have greatly improved, and care is exercised to get out maximum percentage of the 'pay.'

It must not, however, be overlooked that there are long stretches of creek bottom and gulches, which, being of too low a grade to be worked by ordinary placer-methods, can be worked profitably on a large scale by machinery. Many claims, which are 'good pay,' are held back for lack of water, awaiting the exhaustion and relinquishment of adjoining claims to enable the owners to take advantage of the water now being used by their neighbour. Still other claims are held back, awaiting improved conditions as regards transportation, labour and fuel. To this ground now lying idle must be added the hillsides awaiting to be worked by hydraulicking.

*Page 368 E. Tremlett Carter, C. E., motive power and gearing for Electrical machinery.
**l. c. Table IV., page 54.

But whatever generous estimate may be made as regards the quantity of gravel still to be worked in the Klondike, this gravel will be worked on a large scale by the more rapid methods of machinery, employing comparatively few men. It is quite probable that other auriferous regions may be discovered in the Yukon, which will develop into placer-mining camps,—we know very little as yet of the resources of the Yukon,—but such discoveries will simply shift the population to the new mining camp. That this is realized, and that it is understood that the Klondike as a mining camp must look for permanency to the discovery of paying quartz and in paying quantities is evidenced by the energy manifested by prospectors in searching for quartz. Very many quartz locations have already been staked and recorded.

QUARTZ MILL.

On my return from the creeks, I received a communication from the Acting Commissioner, Major Z. T. Wood, asking my opinion regarding the proposed establishment of a quartz mill in Dawson, to which I replied:—

DAWSON, September 2, 1902.

SIR,—I beg to acknowledge receipt of your letter of the 19th ultimo in reference to the proposal of the 'Dawson City Water and Power Company, Limited,' to erect an experimental quartz mill for the purpose of making mill runs of auriferous quartz of owners of quartz claims and prospectors, charging certain fees per ton put through the mill, if the government will assist the enterprise by giving a bonus for three years of $5,000 per annum, and asking my opinion as to the advisability of the government entertaining such a project.

In response to this request I have the honour to state that the development of the Yukon district and its permanence will largely depend upon the finding of a sufficient quantity of auriferous quartz of a degree of richness which will render it feasible under existing high prices to erect stamp mills and work such quartz at a profit. It is, therefore, of prime importance that owners of quartz claims and prospectors shall have the opportunity at not too great expense of testing their properties by obtaining reliable returns from actual mill runs made under proper supervision. Such authentic mill returns will decide the feasibility of working the various claims, encouraging the erection of plants in case the percentage of gold per ton is found sufficient to guarantee a profit, and in the reverse case, prevent the useless expenditure of capital and render improper speculation difficult.

In view of these facts I strongly recommend that the proposal of the 'Dawson City Water and Power Company, Limited,' be entertained, and the bonus, which is reasonably low, be given. The scale of charges is fair, considering the cost of operating the mill, and this will be the more apparent from the prices quoted by the Ladue Company, which I inclose herewith.

I may state in addition that the Australian government has set a precedent of governmental aid to quartz mining by establishing a number of mills, at their own expense, in different localities in their territory.

I have the honour to be, sir,
Your obedient servant,

(Signed) EUGENE HAANEL,
Superintendent of Mines.

Major Z. T. WOOD,
Acting Commissioner,
Yukon Territory.

An agreement was entered into by the government with the Dawson City Water and Power Company for the erection of a quartz mill, which, according to contract, was to be in operation by November 15, 1902. In order that the mill-runs might be corroborated by fire assays, it was stipulated that a properly equipped assay office was to be provided in connection with the mill by the Dawson City Water and Power Company, the mill and assay office to be under the supervision of a thoroughly competent government officer. I was asked by Mr. Smart, Deputy Minister of the Interior, to find a competent man for this position, and was fortunate enough to find such a man in the person of Gustave Eugene Beraud, formerly assayer and stamp mill operator of the Ladue Company. Mr. Beraud has attended for one year the Ecole des Mines, of Paris, and has been in charge for two years of the assay office of the Anaconda Copper Mining Company. I have been informed by Mr. Smart that Mr. Beraud has been appointed as assistant to Mr. Beaudette at a salary of $3,000 per annum, his duties to commence on October 1, 1902.

By telegram of November 19, Mr. Matheson advised me that the mill was ready for operations, and requested that a balance be sent him for the assay office established in connection with the mill.

In response to this request an assay balance, which could be spared from the Dominion of Canada Assay Office, was forwarded by express from Vancouver to the address of Mr. Matheson, in care of Mr. Beaudette, and a set of weights ordered from Trœmner, of Philadelphia, to be sent to the same address.

GEOLOGICAL WORK IN THE KLONDIKE.

Mr. McConnell informs me regarding this subject that a portion of the two seasons, 1899, 1900, were spent by him in the Klondike, and interim reports on the condition of the camp published in the publications of the survey. The work was hampered by the want of a topographical map, and a considerable proportion of the limited time at his disposal was occupied in topographical work. 'A fairly good map,' he states, 'is now available, and it is highly desirable both from an economic and scientific standpoint that a full season at least should be devoted to detailed work in this important district. The work would embrace as its chief points the geological mapping of the region, and, in connection with this, a study of the relationship, if any, existing between any of the various rock groups and the placer gold, the classification of the various gravels, their distribution and approximate values, and an examination of the quartz occurrences in the district, with reference to the possibility of lode mining. The water question and fuel supply would also come within the scope of the work. It is evident that the knowledge gained in a detailed study of the Klondike gold fields would probably apply in large measure to other camps, which may be discovered in the future, and would be of great value in framing rules for their proper working.'

ASSAY OFFICE.

Representations have repeatedly been made to the department of the desirability of establishing a federal government assay office in Dawson to insure the miners the full value of the gold sold for export. It was claimed that, under present circumstances, the banks, to which the miners were obliged to sell their gold, charged too high a percentage in handling their gold. Regarding the justice of such claim, I have made the following observations:—

The two banks established in Dawson, the Canadian Bank of Commerce and the Bank of British North America, to which the bullion is sold by the miners, no longer purchase it, as formerly, at an average price per ounce of dust, but on weight after melt and after the fineness of the bullion has been established by assay, allowing the miner full value for the gold and silver contained in his bullion. The two banks have

each an assay office, which I was permitted to inspect. I found them fairly well equipped and the assayers thoroughly competent to perform their work with accuracy. This latter fact is evidenced by the agreement shown between the assays of the bank and the assays for the same bars made by the Seattle assay office, to which the bars were sold. I was accorded the privilege by Mr. Cameron, of the Canadian Bank of Commerce, to make this comparison and found that in many cases the assay returns of the bank were in favour of the miner.

The banks charge 2 per cent for handling the miners' gold. Of this amount 1½ per cent (information obtained from express agent, Dawson, Y.T.) is absorbed by marine insurance, consular invoice and express charges to Seattle, the remaining ½ per cent represents the commission which the bank exacts to cover assaying and office expenses, and the loss of interest on money paid to the seller of the gold for the time elapsing between payment to the miner by the bank and receipt by the bank of payment by Seattle assay office, to which the gold is shipped.

Whatever may have been the practice of the banks in previous years, it is quite evident that the miner is at present accorded by the banks very fair treatment, and that the claim repeatedly made that the banks charge too high a percentage in handling the miners' gold is not now justified by the facts.

Under these circumstances, it does not appear that the removal of the Dominion of Canada Assay Office from Vancouver, the central position in reference to the gold fields of the west, to Dawson, or the establishment of an additional government assay office in Dawson would be justified.

MANUFACTURE OF MACHINERY.

The present freight rates on raw material prevent the manufacture of machinery to any extent in Dawson, the freight on raw material being the same as for finished machinery. Coke landed at Dawson is worth $180 per ton, and the cost of producing plain castings, exclusive of pattern, is eighteen cents per pound. Wages in machine shops and foundry run from $1 to $1.25 per hour. Yet in spite of these disadvantages, the MacDonald Iron Works Company turn out about 22 tons annually of castings of all grades of iron, brass and bronze. The actual consumption of castings is about 500 tons annually, and these are supplied principally by firms in the United States.

It may be interesting to mention here that the high benches along the Klondike river furnish an excellent moulding sand, of a reddish-yellow colour, fine grained, yet very open, allowing the gases produced in the moulds to escape very freely. It has a silky feel and the peculiar and valuable property of not burning fast to the iron castings. It is not necessary with this sand to finish the moulds with plumbago, or any other preparation to loosen the sand from the castings, which require but very little tumbling to free them from the particles of sand clinging mechanically to the surface.

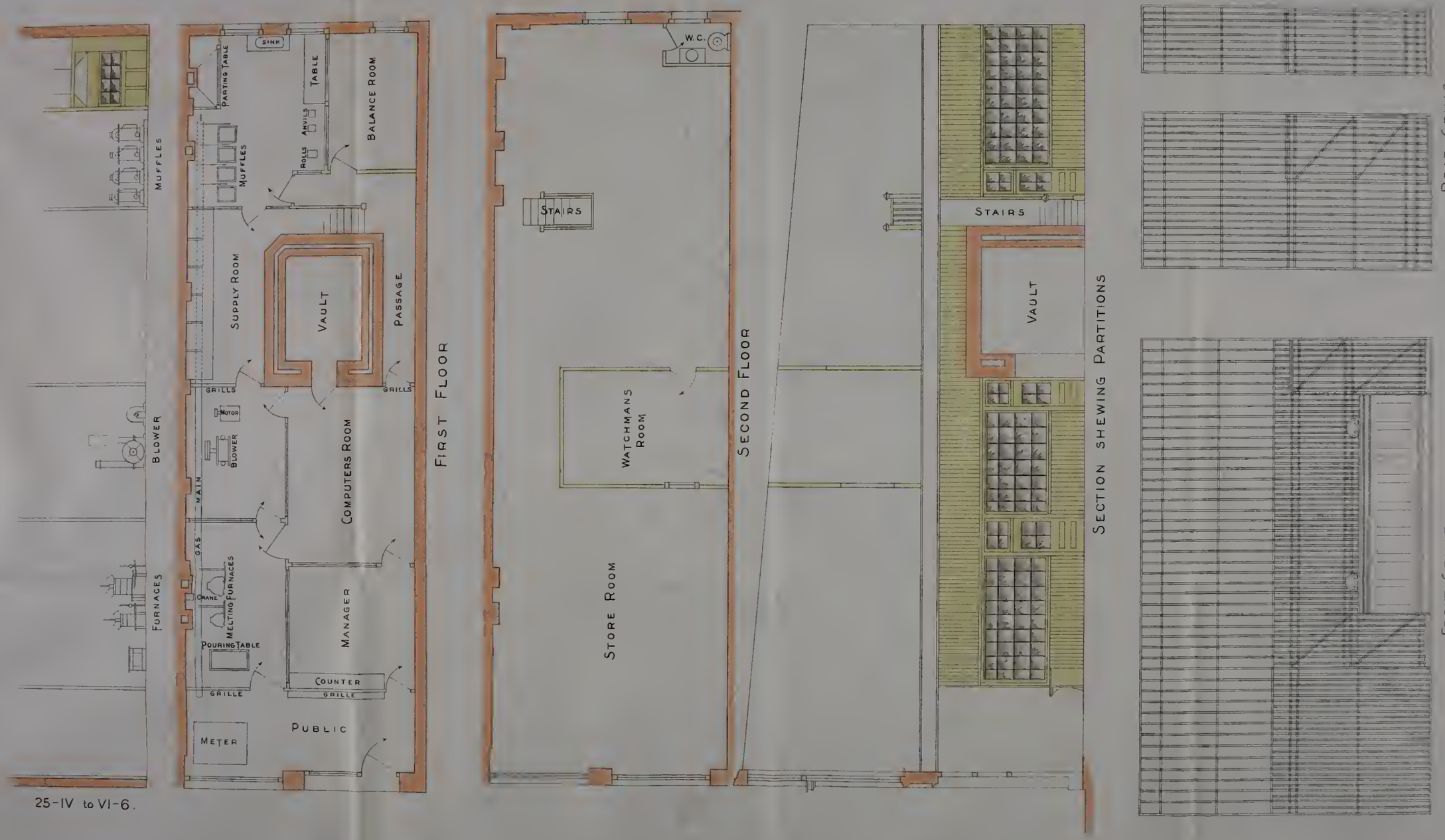
I have the honour to be, sir,
Your obedient servant,

EUGENE HAANEL,
Superintendent of Mines.

Dominion Assay Office

BRITISH COLUMBIA

SCALE ⅛ IN.=1 FT.



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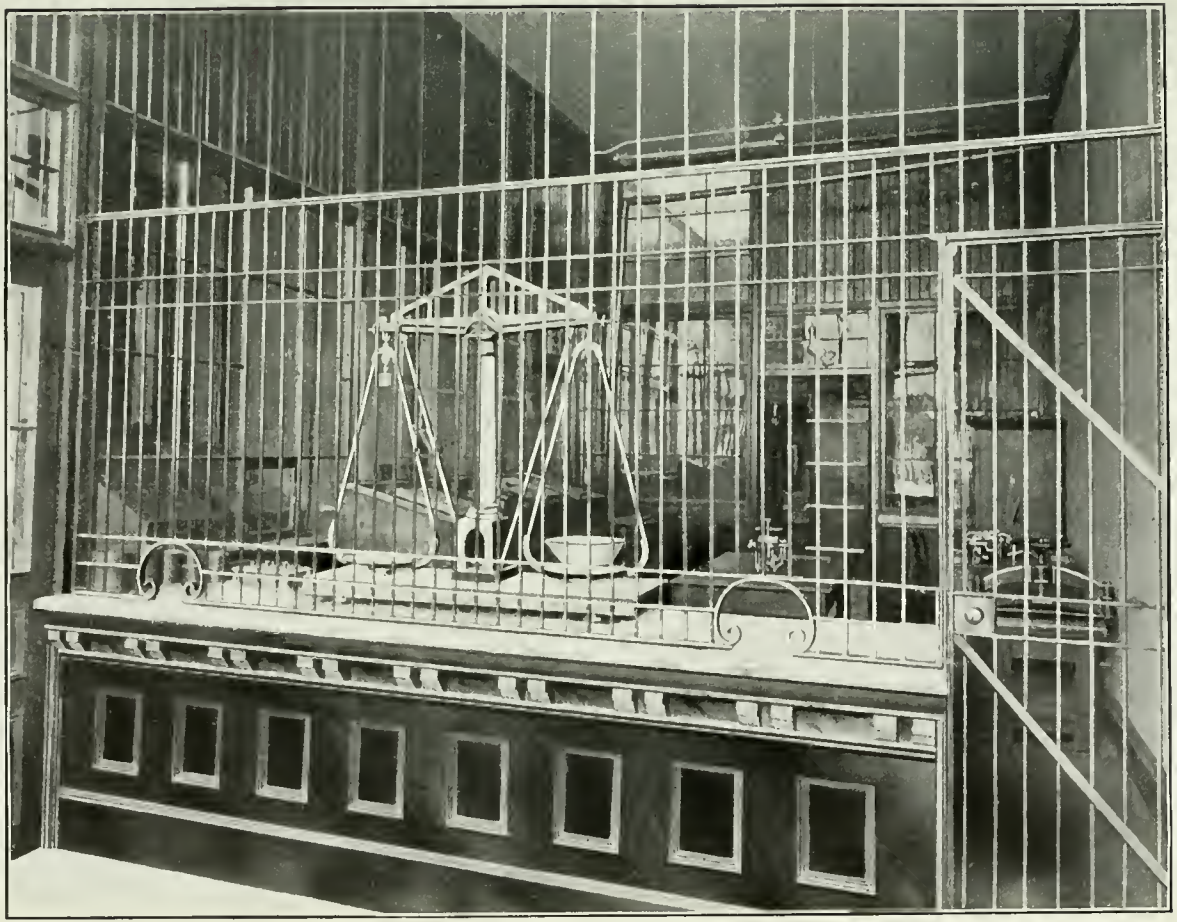
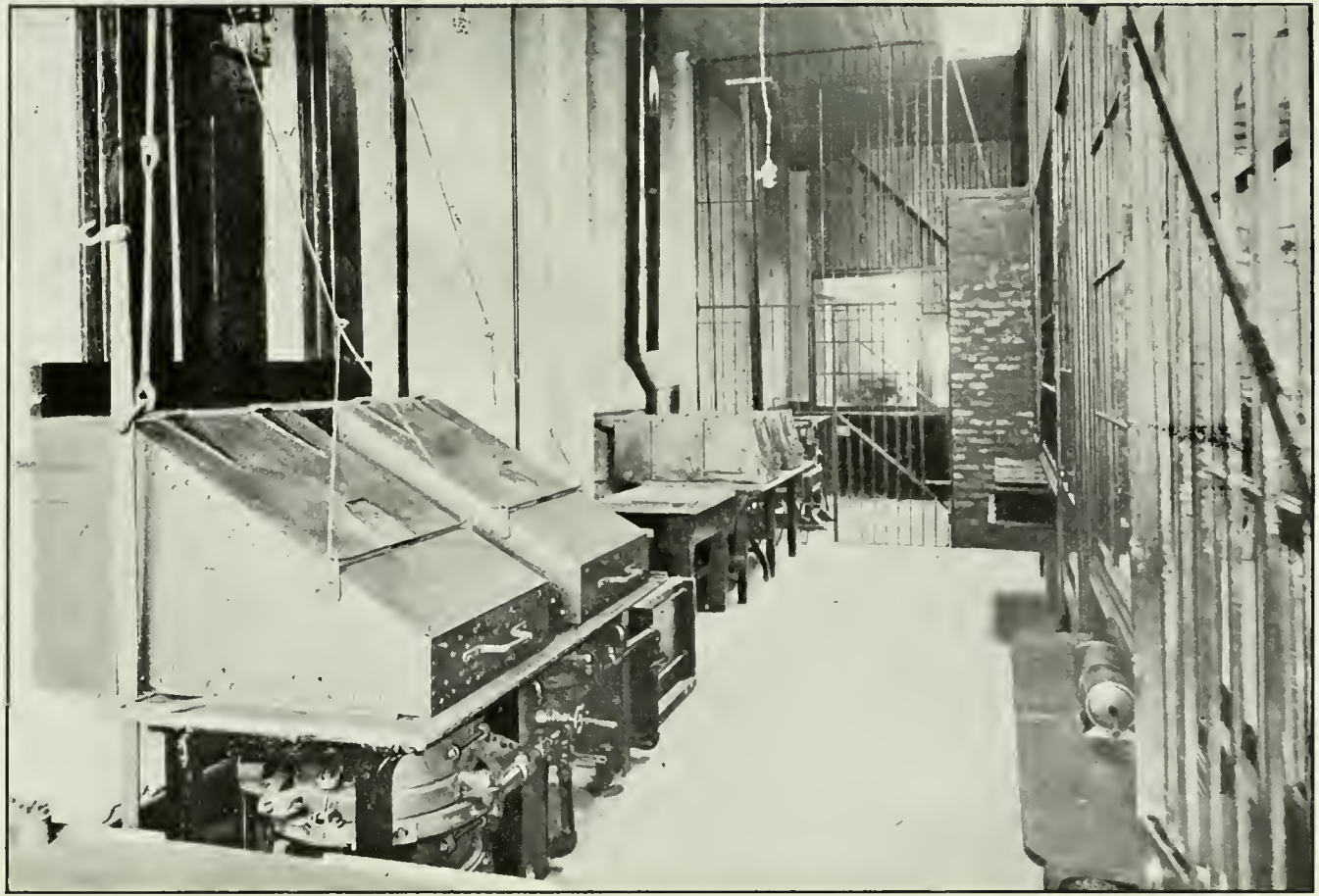
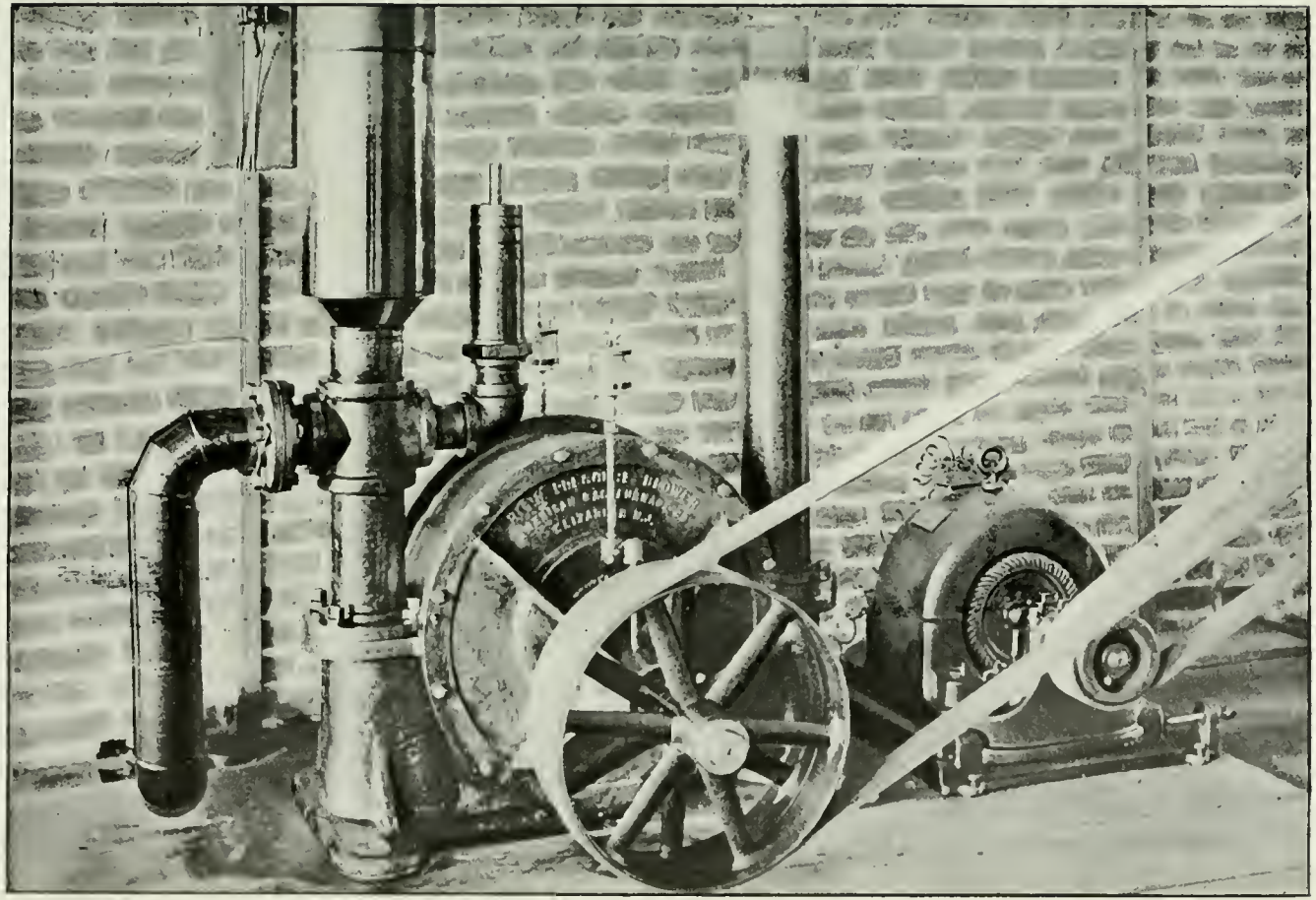


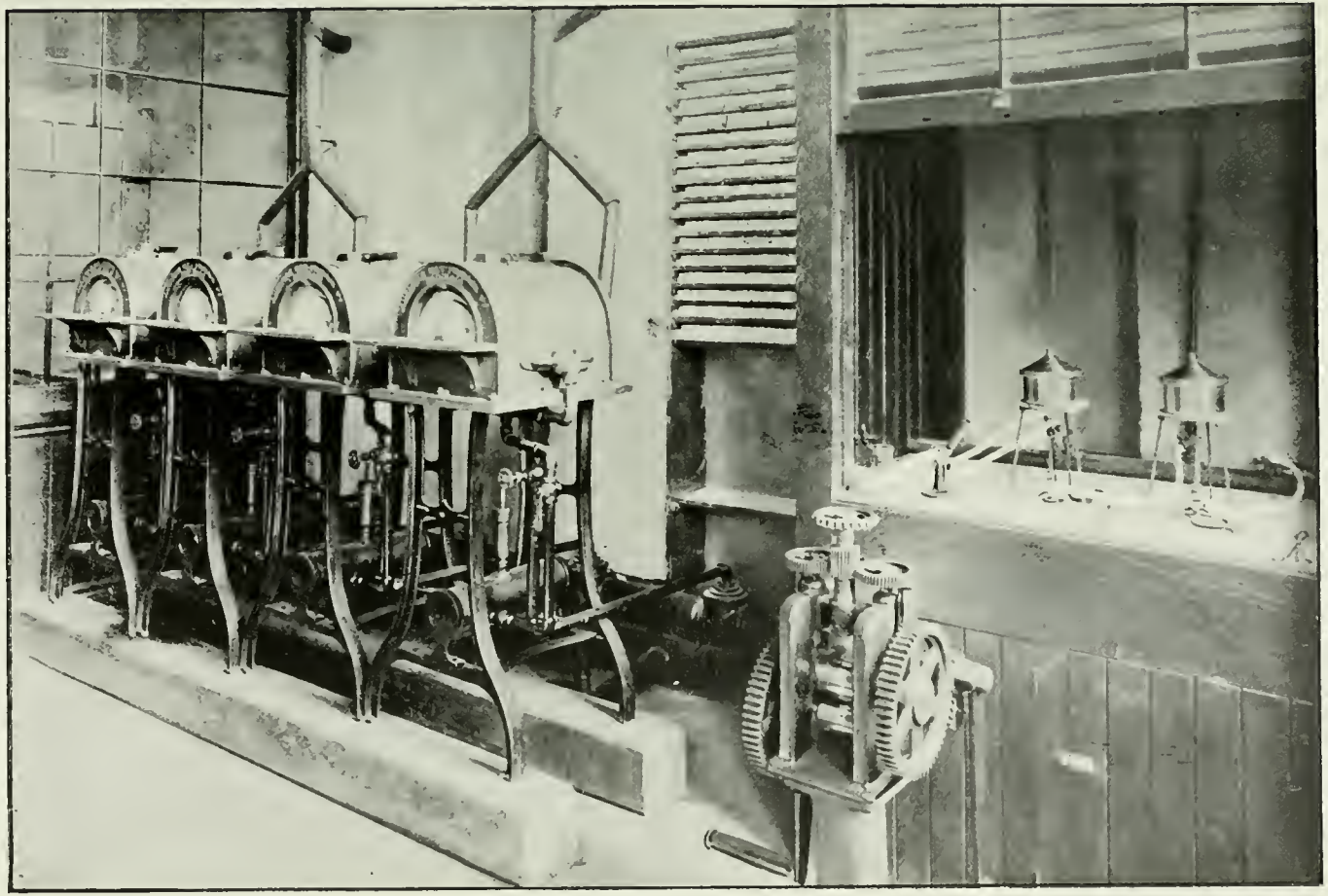
Receiving Office. [Photo by Thompson, Vancouver.



Melt Room. [Photo by Thompson, Vancouver.

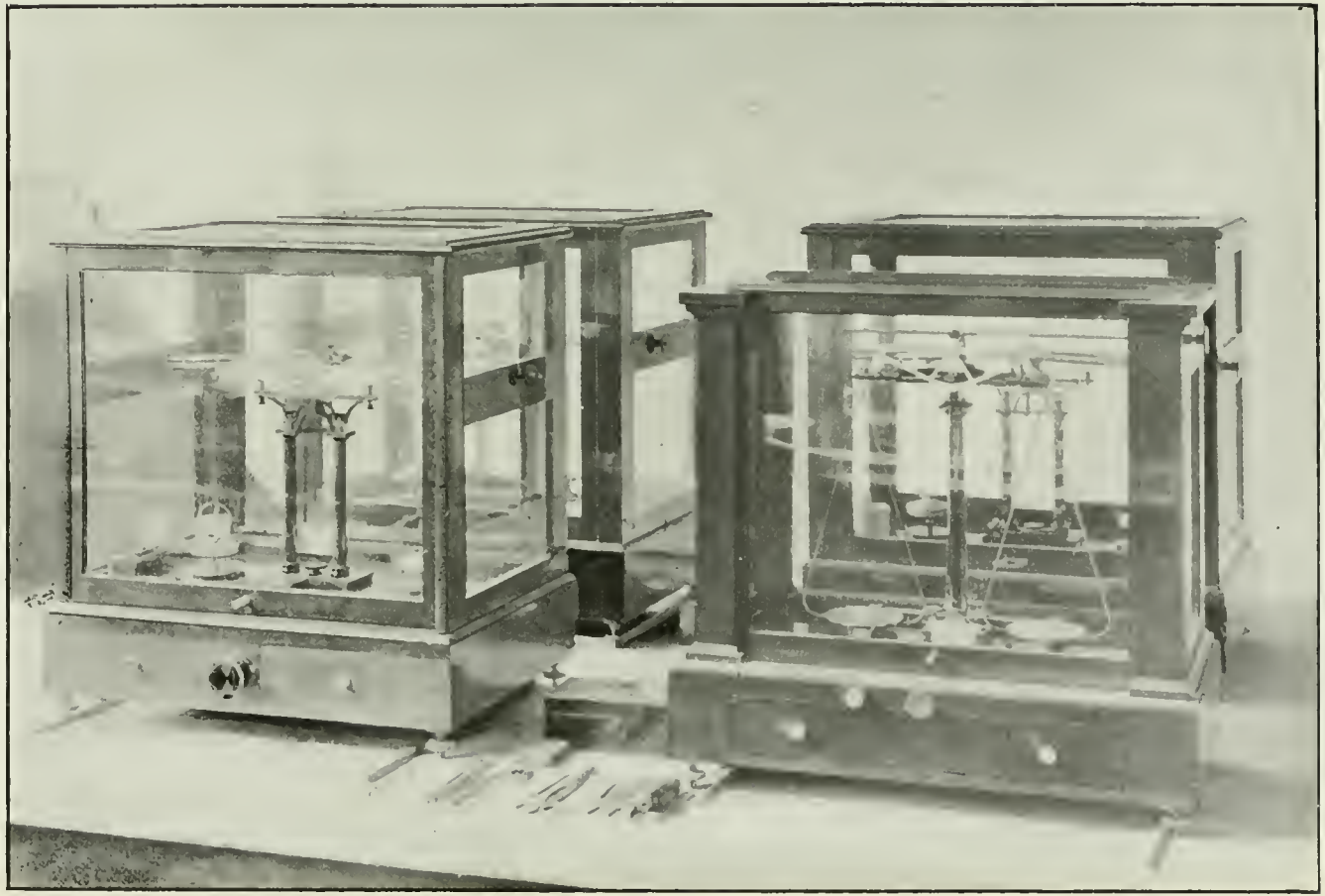


Motor and Blower. Photo by Thompson, Vancouver.

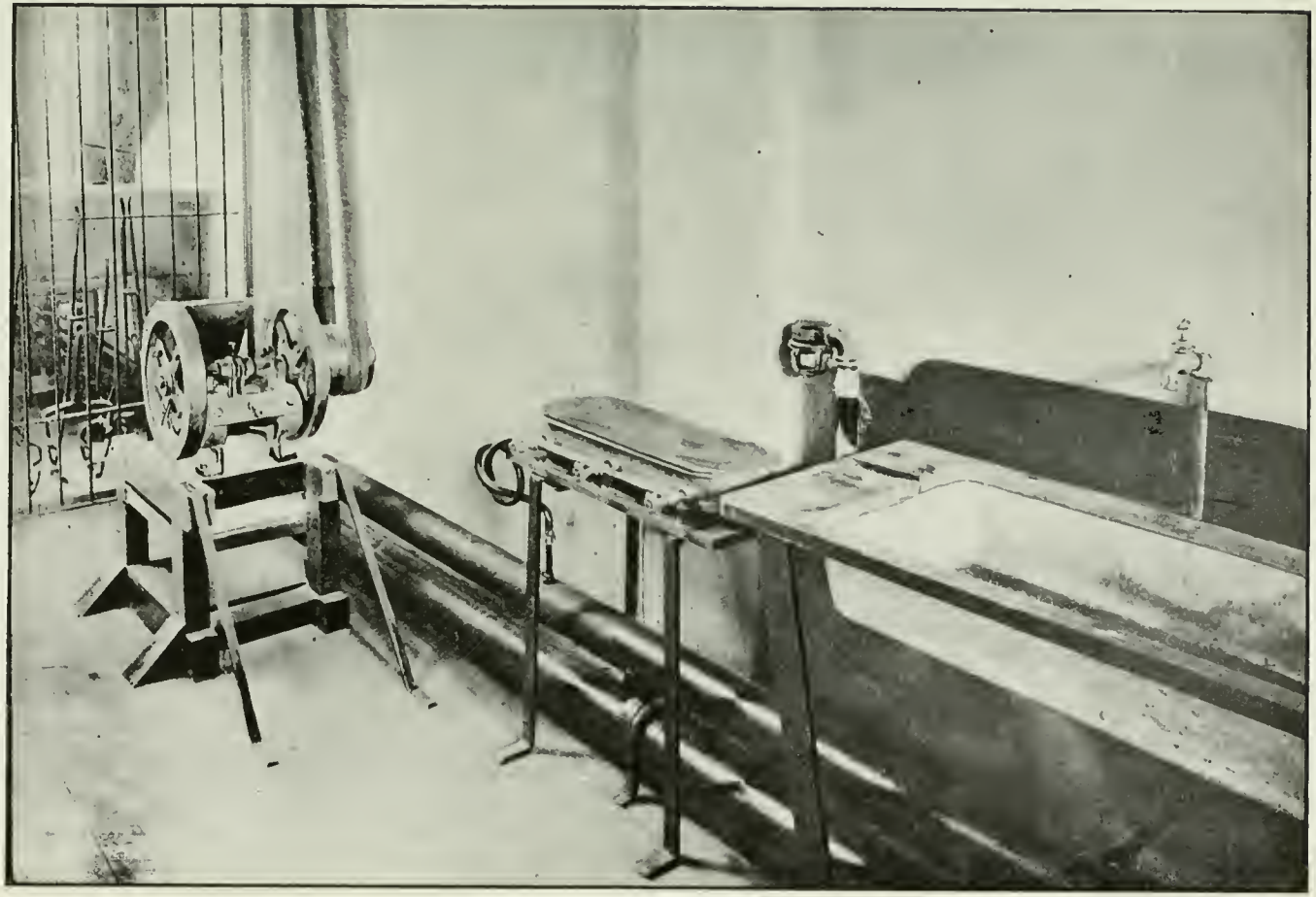


Assaying Room.

[Photo by Thompson, Vancouver.

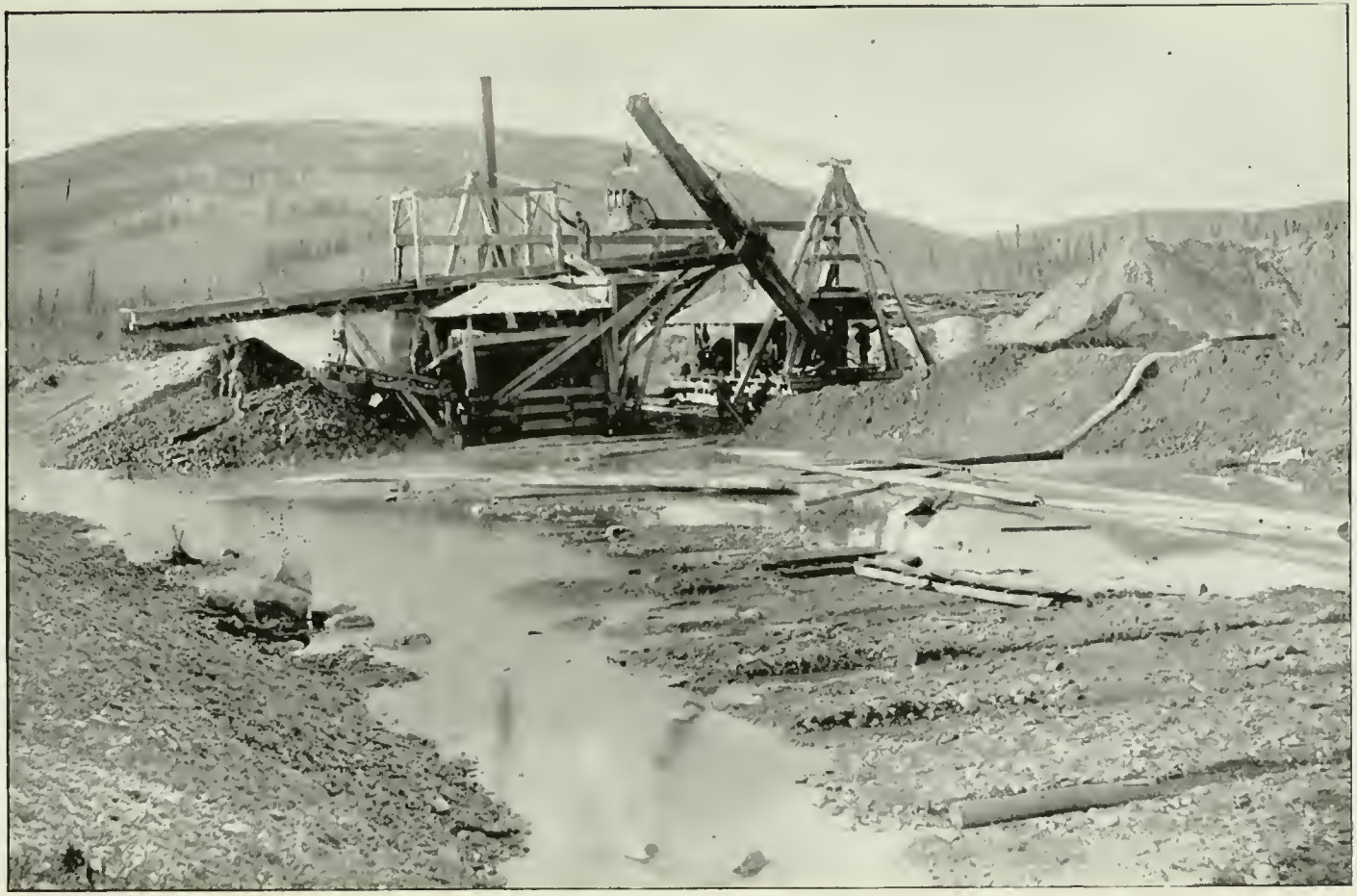


Balance Room. [Photo by Thompson, Vancouver.



Crusher, Drying Furnace, Washing Tank. [Photo by Thompson, Vancouver.

STORE ROOM. [Photo by Thompson, Vancouver.



Steam Shovel Plant of Dougherty and Stiles, in operation on Claim 134, below Lower Discovery, on Dominion Creek.

PART VII

YUKON TERRITORY

YUKON TERRITORY.

REPORT OF THE COMMISSIONER.

DAWSON, Y.T., June 30, 1902.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the annual report of the Yukon Territory for the year ending June 30, 1902.

The progress of the territory during the last year has been of a very satisfactory character, showing in an unmistakable manner the permanency of this country as a mining district, which will for many years add materially to the resources of Canada.

Gold mining is still, and will always be, the chief industry of the territory, but the conditions of mining are rapidly changing from a speculative to a permanent business character. Increased means of transportation and the opening of the country by means of roads—one hundred and forty-three and a half miles of which are now in existence—have so reduced the cost of mining that low grade ground which in the early years of this country was not considered of any value, is being worked at a profit, and as a result prospectors are spreading over the territory, and large tracts of country have been added to the producing area of the Yukon. For a short time the production of gold may decrease, but this will be succeeded by a period of greater development, until the production of the country is placed upon a permanent basis: the Yukon will then cease to be an ephemeral placer mining camp, and become a steady producer of minerals. The reason for the above statement is that the methods of mining are changing. Experiment has shown that by the introduction of improved machinery great savings can be made in the working of claims, and large owners are investing heavily in plants which will revolutionize the mining industry of this country. Instead of the pick and shovel being the chief implement of labour, we now have the steam shovel and the dredge, which can handle vast amounts of dirt at an expense far below the old methods, rendering of immense value large tracts of country which before could not be worked at all. It will take considerable time before this change can be generally introduced, and many rich claims will remain practically unworked until the owners can introduce these improved methods. From the energy which has always been displayed by the miners of this territory, the above mentioned change will be brought about far more rapidly than one would imagine, and in another year many expensive plants will be at work, which will add largely to the production of gold in the territory.

Great development has also taken place in quartz mining during the past year, but it is still too soon to say whether the vast deposits of quartz and conglomerate can be worked at a profit. Many miners, however, are sanguine that this will be the case, and have shown their faith in quartz by making investments and developing their property to a not inconsiderable extent. It is therefore hoped that the greatest success will crown their efforts, as quartz mining in the future must add much to the district. There is no question but that there are vast deposits of gold-bearing quartz scattered throughout this territory, and much greater development may be expected in this class of mining in the future.

Hydraulic mining too, has a great future before it, but the initial expense of bringing water to the great beds of gold-bearing gravel being very large, it will take some time before it is in general operation. The work done by small plants throughout the territory has shown beyond a shadow of a doubt that hydraulic mining can be successfully and profitably operated here, and the constant sunlight of the summer months gives a period for operations as long as exists in any other country.

In other lines the development of mining is also progressing. The deposits of copper ore at White Horse are showing up most favourably, and also at White River, where native copper has been discovered, but in neither case has there been sufficient development to test the value of these deposits.

Coal mines too, have been found at several places, giving a very material and necessary increase to the fuel products of the country. Two of these mines are on the Yukon River, one at Five Fingers and the other at Forty Mile, both of which are easily accessible from Dawson, and convenient for the steamers plying on the river. Two other mines have been discovered in the mining district, one at Rock Creek, near the conglomerate deposits, and the other at Eureka Creek, both conveniently situated for furnishing power for mining purposes.

The people of this territory are gradually acquiring self-government. Since my last annual report Dawson has become an incorporated city, and is now governed by a mayor and six aldermen, and the Yukon Council has been relieved from the government of what is perhaps one of the most progressive cities of Canada. Dawson is now a city containing numbers of comfortable homes, with stores carrying stocks of goods that can only be equalled by those of the larger cities of Canada ; with churches, hospitals and schools, and all other requirements of a permanent city. Its fire department and water service are excellent, and with its improved streets and sidewalks, it has already reached a stage of advancement which many larger places in Eastern Canada have not yet attained. Grand Forks has also been incorporated under the name of Bonanza, and it is governed by an overseer under the Unincorporated Towns Ordinance. This together with the increase in the number of the elected members of the Yukon Council, will give a degree of self-government which should tend greatly to the progress and advancement of this territory.

The Yukon territory has been comparatively free from crime during the past year, and where crimes have been committed, the criminal has been so expeditiously captured and promptly punished, that law and order have prevailed, and life and property been made as safe as in the older cities of the east. For this admirable state of affairs too much credit cannot be given to the North-west Mounted Police. Their duties in this country are legion, and have all been performed with such promptness and intelligence, that the name of the Yukon has been made unique in the history of mining camps.

Our educational system meets all the requirements of the country. Good schools have been established at all parts of the territory requiring the same, and they are taken advantage of by the people in a manner that shows their appreciation of what the government has done in this particular. They have, up to the present time, been entirely supported by grants from the government, but it is my intention to introduce an ordinance into the Yukon Council at an early date which will place some of the burdens of the educational system in the centres of population upon the shoulders of the people, and at the same time transfer to them the management of the schools. In the more sparsely-settled parts of the territory where the population is of a floating character, it will be necessary for the government to still maintain the management and pay the running expenses of the schools.

The civil service of the territory is being carried on in a satisfactory manner. The new Administration Building at Dawson makes it possible to give prompt and efficient service, and as the work of government is systematized, it may be possible to reduce the staff, but not to any material degree.

The improvements that will be undertaken next year will be largely confined to building roads connecting the creeks upon which mining is being carried on, with the

city of Dawson, which is the centre of supply for the whole country. About seventy-seven miles of road will be built for this purpose, which, by reducing the cost of transport, will make it possible to work at a profit a considerable quantity of ground which now must necessarily remain undeveloped on account of the expense of transporting machinery and provisions. A winter road two hundred and thirty-six miles in length, connecting Dawson with White Horse, will also be built, giving means of access to this district at all seasons of the year, and doing away with the annoying delays which have heretofore occurred during the time the rivers were freezing in the fall and the break-up in the spring. By shortening the distance it will also lessen the cost of transport during the winter months, and shorten the time it has formerly taken to reach Dawson during that season of the year, and will also open up to the prospector a hitherto undeveloped country.

Before closing this report I would like to point out the possibilities there are in this country for the merchants and manufacturers of Canada to increase their trade. There are, probably, more goods consumed here than in any other community of the same size. These goods must all be of the best quality and those of a perishable character packed in such a way that they will keep for a considerable time. A large quantity of machinery is also needed, and it should be supplied by our own manufacturers instead of being imported from abroad, as it largely is at the present time. The facilities for doing business here are equal to those of any other part of Canada, and it would be found to be of a satisfactory nature, being largely on a cash basis.

I have the honour to be, sir,
Your obedient servant,

J. H. ROSS,
Commissioner.

REPORT OF THE DIRECTOR OF SURVEYS.

No. 1.

SURVEY OFFICE,
DAWSON, Y.T., July 9, 1902.

Hon. JAMES H. ROSS,
Commissioner,
Dawson, Yukon Territory.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1902, as follows:—

During the past year three surveyors have been employed on the staff.

Mr. James Gibbon, D.L.S., was engaged during the last summer season on the survey of claims purchased at public auction from the government on Hunker and Last Chance Creeks and on their tributaries. On these creeks he completed the survey of 106 claims and in addition established 27½ miles of new base lines on tributaries of these creeks. On March 13th of this year Mr. Gibbon commenced a traverse survey of the Klondike River from Dawson to Flat Creek, 44 miles, and returned to Dawson on April 26th, having in addition established base lines on All Gold Creek (14 miles) and on the Left Fork of Hunker Creek (3 miles).

Mr. C. W. MacPherson, D.L.S., was engaged last summer on the survey of auction claims on Bonanza and Gold Run Creeks and their tributaries. On Bonanza Creek he completed the surveys of 59 claims and on Gold Run Creek of 33 claims; on tributaries of Bonanza Creek he also established new base lines amounting in all to 16½ miles.

On March 18th of this year he left for Montana and Eureka Creeks and returned to Dawson May 13th, having established 46½ miles of base lines on Montana Creek and tributaries and 3 miles of base lines on tributaries of Eureka Creek and having also surveyed 36 auction claims on the latter creek.

Mr. A. J. McPherson, D.L.S., made a survey in July last to define the limits of the Dawson and Klondike townsites and upon its completion joined Mr. C. W. MacPherson in surveys on Bonanza Creek and subsequently completed the surveys of 44 auction claims on Eldorado Creek and established 8½ miles of new base lines on this creek and its tributaries. He also made a survey defining the limits of the public road on Eldorado Creek from its junction with Bonanza Creek to Chief Gulch, 5¼ miles. On March 10th last Mr. McPherson commenced a traverse survey of the Yukon River from Dawson to Thistle Creek (82 miles) and returned here June 3rd, having in addition to the river traverse established 20 miles of new base lines on Thistle and Blueberry Creeks and surveyed 46 claims purchased at public auction on these creeks.

In connection with the surveys of auction claims on Bonanza and Eldorado Creeks it was found necessary to re-establish the base lines on these creeks as owing to the development work which had been done since the survey of these creeks by Wm. Ogilvie, D.L.S., in 1897 the original definition of these base lines on the ground had become almost obliterated. Of this work, Mr. C. W. MacPherson re-established the base line from Discovery to 60 below on Bonanza, and Mr. A. J. McPherson from Discovery to 44 above on the same creek and also the base line on Eldorado Creek. To summarize, the principal work of the surveyors on the staff here during the past twelve months has included the survey of 324 claims bought from the government at public auction, 126 miles of river traverse, 139 miles of new base lines, 5¼ miles of road and the re-establishment of the Bonanza and Eldorado Creek base lines.

In addition to the surveyors on the staff there are at present eleven surveyors engaged in private practice in this territory whose work is dealt with through this office.

I would again draw your attention to the urgent need of a manual of survey regulations specially providing for the requirements of this country to which I referred in my last annual report.

The returns of surveys, other than those by surveyors on the government staff, which have passed through this office during the last twelve months have included group lots, 104, including 34 mineral claims (quartz); hydraulic concessions, 6; placer claims (for advertisement under Section 46), 463.

I have the honour to be, sir,
Your obedient servant,

C. C. CHATAWAY,
Director of Surveys, Y.T.

No. 2.

REPORT OF THE GOLD COMMISSIONER.

Dawson, Y.T., July 5, 1902.

The Hon. J. H. Ross,
Commissioner, Dawson.

Sir,—I beg to inclose herewith annual financial statement in duplicate for the year ending June 30, 1902.

The total receipts are $624,507.02. The total receipts for the previous year were $1,075,038.30. The reduction in this year's receipts is due to two items, namely, royalty and sale of Crown claims. $350,430.88 more royalty was collected during the previous year, and $86,991.50 was received from the sale of Crown claims. Less these items, the total receipts in the general work in connection with the several offices are only $13,308.40 less than last year. This amount is also reduced by $3,124.25, the Gold Commissioner's court fees. These fees are made out in a separate statement this year, owing to the change made in the regulations on May 1, 1901.

The difference in the amount of royalty collected is largely accounted for by the fact that on May 1st last the system of collection was changed, whereby the royalty does not pass through this office. This means that almost the whole amount shown in this year's receipts from royalty, was collected on the output between July 1 and November 1 last, as the royalty collected on the output as a result of the work done during the winter months is not (with the exception of a very small amount) collected until after May 1.

The receipts from the offices outside of the Dawson mining district have increased considerably during the last year. It is evident that there is a general increase in the interest taken in the outlying districts; also that the industry is spreading throughout the territory.

The new quarters will reduce considerably the expense of carrying on the work of the office, as owing to the facilities for working quickly, a considerable reduction can be made in the number of men required on the staff.

I beg to also inclose statement of fees in the Gold Commissioner's Court in duplicate.

I have the honour to be, sir,
Your obedient servant.

E. C. SENKLER,
Gold Commissioner.

SESSIONAL PAPER No. 25

STATEMENT showing the total amount of fees received in the office of the Clerk of the Gold Commissioner's Court, Dawson, during the year commencing July 1, 1901, and ending June 30, 1902.

Protests	$ 993 75
Defences	35 00
Searches	5 00
Notices of motion	47 00
Orders	298 00
Subpœnas	142 00
Taxations of costs	160 00
Judgments	1,005 00
Notices of appeal	63 00
Filings	172 00
Withdrawals of protests	88 00
Appointments	41 50
Executions	74 00
Total	$3,124 25

Certified correct.

JOHN H. WALKER,
Clerk, Gold Commissioner's Court.

FINANCIAL STATEMENT of the Gold Commissioner's Office for the fiscal year ending June 30, 1902.

Dawson— CREDITS.

Free miners' certificates	$ 63,385 00	
Placer grants—Placer	41,100 00	
Renewals—Placer	65,130 00	
Relocations—Placer	32,310 00	
Bills of sale—Placer	8,782 50	
Registered documents—Placer	10,089 50	
Certificates of partnership—Placer	832 00	
Certificates of work—Placer	9,470 00	
Lieu of assessment—Placer	17,250 00	
Water right grants—Placer	380 00	
Abstracts—Placer	1,415 50	
Amended applications—Placer	90 00	
Quartz grants—Quartz	5,215 00	
Registered documents—Quartz	1,498 50	
Certificate of partnership—Quartz	140 00	
Certificate of work—Quartz	1,180 00	
Lieu of assessment—Quartz	3,100 00	
Crown grants—Quartz	244 43	
Hydraulics	4,611 73	
Government auction sale	9 00	
Government reserve fractions	95 25	
Proceeds of Leonard claim sale	102 87	
Court fees	3,075 00	
Advance deposit account	6,573 75	
Forfeited fees account	6,811 50	
Royalty	24,176 29	
		$307,067 82

Dominion—		
Free miners' certificates	$ 8,580 00	
Inspection of work performed	0 00	
Royalty	25,748 35	
		$ 34,328 35
Hunker—		
Free miners' certificates	$ 5,954 00	
Royalty	26,420 80	
		$ 32,374 80
Sulphur—		
Free miners' certificates	$ 2,180 00	
Inspection of work performed	20 00	
Royalty	7,726 73	
		$ 9,926 73
Grand Forks—		
Free miners' certificates	$ 16,776 00	
Inspection of work performed	215 00	
Royalty	131,087 03	
		$148,078 03
Gold Run—		
Free miners' certificates	$ 5,752 00	
Inspection of work performed	5 00	
Royalty	25,809 42	
		$ 31,566 42
Stewart—		
Free miners' certificates	$ 2,970 00	
Placer grants—Placer	9,045 00	
Renewals—Placer	3,435 00	
Relocations—Placer	5,190 00	
Bills of sale—Placer	280 00	
Registered documents—Placer	492 00	
Certificate of partnership—Placer	16 00	
Certificate of work—Placer	284 00	
Lieu of assessment—Placer	200 00	
Quartz grants—Quartz	55 00	
Registered documents—Quartz	7 50	
Certificate of partnership—Quartz	2 50	
Certificate of work—Quartz	40 00	
		$ 22,017 00
Forty Mile—		
Free miners' certificates	$ 1,262 50	
Placer grants—Placer	1,170 00	
Renewals—Placer	1,215 00	
Relocations—Placer	1,230 00	
Bills of sale—Placer	186 00	
Registered documents—Placer	82 50	
Certificates of partnership—Placer	30 00	
Certificates of work—Placer	192 00	
Water right grants—Placer	2 50	
Lieu of assessment—Placer	400 00	
Quartz grants—Quartz	35 00	
Registered documents—Quartz	10 00	
Certificate of work—Quartz	2 50	
Royalty	599 00	
		$ 6,417 00

Clear Creek—		
Free miners' certificates	$ 783 00	
Placer grants—Placer	8,670 00	
Renewals—Placer	3,945 00	
Relocations—Placer	1,080 00	
Bills of sale—Placer	578 00	
Registered documents—Placer	87 00	
Certificates of work—Placer	228 00	
Water right grants—Placer	5 00	
Abstracts—Placer	3 50	
Quartz grants—Quartz	45 00	
		$ 15,424 50
Selkirk—		
Free miners' certificates	$ 625 00	
Placer grants—Placer	45 00	
Registered documents—Placer	7 50	
Quartz grants—Quartz	80 00	
Certificate of partnership—Quartz	2 50	
		$ 760 00
White Horse—		
Free miners' certificates	$ 3,069 00	
Placer grants—Placer	45 00	
Bills of sale—Placer	175 00	
Quartz grants—Quartz	420 00	
Registered documents—Quartz	45 75	
Certificate of partnership—Quartz	12 50	
Certificates of work—Quartz	850 00	
Royalty	342 00	
		$ 4,959 25
Hootalinqua—		
Free miners' certificates	$ 1,495 00	
Placer grants—Placer	3,105 00	
Renewals—Placer	1,995 00	
Relocations—Placer	75 00	
Bills of sale—Placer	260 00	
Registered documents—Placer	90 50	
Certificates of partnership—Placer	44 00	
Certificates of work—Placer	302 00	
Quartz grants—Quartz	40 00	
Lieu of assessment—Quartz	400 00	
		$ 7,806 50
Dalton Trail—		
Free miners' certificates	$ 1,330 00	
Placer grants—Placer	2,130 00	
Bills of sale—Placer	44 00	
		$ 3,504 00
Eureka—		
Royalty	$ 276 62	
		$ 276 62
		$624,507 02

DEBITS.

Receiver General	$621,023 02
Misappropriated funds	3,289 00
Fees paid in Ottawa	195 00
	$624,507 02

Certified correct,

WM. LAMB.

No. 3.

REPORT OF THE CROWN TIMBER AND LAND AGENT.

Dawson, Y.T., July 11, 1902.

Hon. J. H. Ross,
Commissioner,
Dawson.

Sir,—In pursuance with your request, I have the honour to send you herewith a statement in duplicate showing the amount of money received at this office during the twelve months ending the 30th of June last, embodying therewith the receipts of the sub-agencies of White Horse, Fort Selkirk, Stewart and Forty Mile during the twelve months ending the 31st of May last.

The receipts of the Crown Timber Branch, which comprise the revenue from bonuses for timber berths, royalty on operations on timber berths, Crown dues on permits to cut house logs and cord wood, seizure dues on cord wood and timber cut without authority, Crown dues on hay permits and on hay and grazing lands, amounted during the said period to $44,772.74.

The revenue of the Dominion Lands Branch, which comprises the revenue received during the said period, from the sale of Dominion lands, coal lands, and town lots ; the revenue from the lease of Dominion lands, and water-front privileges ; from survey fees paid with applications to lease or purchase Dominion lands, from the sale of maps of survey, from registration fees of assignments in unpatented Dominion lands, amounted to $63,882.72.

These figures, compared with the revenue during the previous twelve months, show a decrease of $33,407.98 in the Crown Timber Branch, and an increase of $451.07 in the Dominion Lands Branch.

The amounts received for bonuses on timber berths, and for royalty on operations on timber berths, as shown in the statement attached, are only $325 and $547.43, respectively, smaller than the amounts shown in my statement attached to my report of July 16, 1901, for the corresponding previous twelve months ; but the receipts under the headings of timber permit dues, seizure dues, and hay permit dues, show the following respective decreases, viz.:

Timber permit dues	$24,862 27
Seizure dues	4,886 36
Hay permit dues	1,628 92

With respect to timber permit dues, the decrease is specially for the months of July, August, September and October, November and December, 1901, compared with the corresponding months of 1900. The quantity of wood permits during the period from July 1, 1900, to December 31, 1900, and of wood cut under the authority of same, during the summer of 1900 and the winter of 1900 and 1901, for the use of the steamers plying on the Yukon between Dawson and White Horse, and for use in Dawson, *was considerably in excess of the quantity required.* The consequence was that during the summer of 1901 considerably less permits were taken and less excess wood was reported.

With respect to the decrease in seizure dues, this is explained by the fact that there has been less wood cutting without authority, along the Yukon river, for steamboat and Dawson market, compared with the corresponding months of 1900, and further, that the reports made by the different saw-mills, of their operations show less cutting of logs in trespass.

The decrease shown in the revenue from hay permits is due to the fact that the price of hay from the outside has been so low during the season of 1901 and 1902, that there is no money in cutting the native hay, for sale.

The sub-agencies and the head office at Dawson have contributed in the following proportions, viz.:

1. *Dawson Agency:*—	
Crown Timber	$37,191 31
Dominion Lands	57,340 38
2. *White Horse:*—	
Crown Timber	2,870 05
Dominion Lands	6,143 75
3. *Fort Selkirk:*—	
Crown Timber	3,329 38
Dominion Lands	398 59
4. *Stewart:*—	
Crown Timber	582 50
Dominion Lands	00
5. *Forty Mile:*—	
Crown Timber	799 50
Dominion Lands	00
Total	$108,655 46

PERMITS ISSUED FOR TIMBER.

	No.	Cords.	Feet of House Logs.
Dawson	215	13,771	20,865
Fort Selkirk	46	4,485	3,130
Forty Mile	13	1,315	.....
Stewart	9	630	.....
White Horse	35	2,965	6,055
Total	318	23,166	30,050

HAY PERMITS ISSUED.

		Tons.
Dawson	72	429
White Horse	7	32
Selkirk	13	89
Forty Mile	3	16½
Stewart	3	20½
Total	98	587

TIMBER AND WOOD BERTHS.

During the period covered by the said statement attached, three wood berths of one square mile each were granted, and the bonus of $250 was paid in each case. In one of these cases the berth was subsequently transferred and the bonus paid applied on permit $2,147, for 490 cords of wood.

Fifteen timber berths were granted, seven of which were for one square mile each, and the others, for five miles each.

The total operations of the five saw-mills operating in Dawson during the last twelve months is shown as per summary:—

	On hand July 1, 1901.	Manufactured, June 30, 1902	Sold, July 7, 1901, to June 30, 1902.	On hand June 30, 1902
	Feet.	Feet.	Feet.	Feet.
Canadian Yukon Lumber Co.	175,290	1,522,578	1,511,572	186,296
Jos. Ladue Gold Mining and Developing Co.	165,845	1,323,436	908,986	580,295
Ruth Howard	.....	247,640	199,032	48,608
Klondyke Mill Co.	261,997	2,662,053	2,120,815	803,235
Yukon Sawmill Co.	293,812	2,180,798	2,124,885	348,725
Total	896,944	7,936,505	6,865,290	1,968,139

An area of 12,600 acres of coal lands is at present under applications which have been approved. In the case of three locations of 320 acres each, a payment of $10 per acre, being the first half of the purchase price was made prior to July 1, 1901; this payment should have been made prior to July 1, 1902; the question of the balance of the payment on the said land is at present the subject of correspondence between the department and this office.

In the case of one location of 320 acres and of two locations of eighty acres, in each case one quarter of the purchase price was paid prior to July 1, 1901, and the second instalment of one-fourth of the purchase price became due during the twelve months prior to the 1st instant, but has not yet been paid.

A large proportion of the locations under application and granted as aforesaid, will no doubt be paid for, at least partly, during the present fiscal year, and I anticipate a substantial increase in the revenue from the sale of Dominion lands, during the same period.

Although the receipts from the Crown Timber Branch have decreased as stated, the work in the office, especially the work of correspondence with the Department of the Interior has considerably increased. During the last twelve months the letter register of the office shows that 2,400 letters and applications were received, most of which called for correspondence with you and for an answer.

Your obedient servant,

F. X. GOSSELIN,
Crown Timber and Land Agent.

CROWN TIMBER AND LAND OFFICE, YUKON TERRITORY.

RECEIPTS for Hay and Timber from July 1, 1901, to June 30, 1902.

Months.	Bonus.	Royalty.	Timber Permits.	Seizures.	Hay Permits.	Grazing Dues.	Inspectors' Expenses.	Total.	Remarks.	
1901.	$	$	$	$	$	$	$	$		
July	3,000 00	426 92	2,227 65	467 83	992 50			5,114 90		
August	500 00	3,578 36	1,291 25	1,238 37	401 50			7,012 48		
September		3,224 01	2,008 70	637 00	172 50	91 95		6,134 16		
October		590 36	1,097 00	179 75	75 50			1,942 61		
November		212 91	2,199 00	172 00	38 00			2,621 91		
December	250 00	322 25	1,846 50	1,294 18				3,712 93	Dawson Agency,	$37,191 31
1902.									White Horse "	2,870 05
									Selkirk "	3,329 38
January		145 63	135 00	26 50				307 13	Stewart "	582 50
February	750 00	188 11	271 10	290 00				1,499 21	Forty-Mile "	799 50
March		998 23	817 50	813 30				2,629 03		$44,772 74
April	675 00	326 62	637 17	1,365 50			15 50	3,019 79		
May	3,375 00	455 00	613 55	96 40	132 00			4,671 95		
June	1,500 00	3,111 88	743 00	585 26	166 50			6,106 64		
Total	8,050 00	13,580 28	13,890 42	7,166 09	1,978 50	91 95	15 50	44,772 74		

TOTAL RECEIPTS from Dominion Lands from July 1, 1901, to June 30, 1902.

1901.			
July	$ 4,264 50		
August	3,016 42		
September	3,534 96		
October	2,130 30		
November	4,217 49		
December	5,247 52	Dawson Agency,	$57,340 38
1902.		White Horse "	6,143 75
January	2,869 70	Selkirk "	398 59
February	2,841 15		$63,882 72
March	10,002 09		
April	9,986 89		
May	13,474 40		
June	2,297 30		
Total	63,882 72		

DAWSON, July 11, 1902.

F. X. GOSSELIN,
Crown Timber and Land Agent.

No. 4.

REPORT OF THE COMPTROLLER.

Dawson, Y.T., July 9, 1902.

The Hon. J. H. Ross,
Commissioner of the Yukon Territory,
Dawson.

Sir,—I have the honour to report that the work of my office during the past year ending June 30, 1902, has been largely on the same lines as previous years.

The revenue and expenditure of the local revenues of the Yukon Territory, which are received and accounted for through this office, amounted, during the past fiscal year, to the sum of $555,872.86, being an increase over previous years of $120,000. Quarterly statements and vouchers are sent to the Auditor General as usual.

The books and accounts in connection with the letter-of-credit account of the Department of the Interior are kept in this office, the payments during the year amounting to $300,931.75; monthly statements and vouchers in duplicate are sent to the department.

The payments on account of surveys are made through this office, accounts checked and forwarded to Ottawa.

The Gold Commissioner's and Crown Timber and Land Agent's returns are sent here, where they are carefully checked over and transmitted to the department monthly.

The drafts come in every day and are sent out with a statement weekly.

The accounts for disbursements under the Department of Public Works are examined and the cheques countersigned by me as heretofore.

The payments for some salaries and for witness and jury fees for the Department of Justice are now being made through this office.

The system of collecting royalty on the creeks was abolished on April 30 last. All gold in circulation at that date, which was offered, was placed under seal and free certificates issued for its exportation. The number of ounces sealed up was 54,366·17, value at $15 per ounce, $815,492.55. During May there was 686·75 ounces, and June 1,384·06 ounces for which free certificates were issued; this consisted chiefly of gold mined in Alaska in transit through or being sold in this territory. There are also some amounts for which royalty had been paid before the commencement of the new system. The collections made under the present arrangement for May amounted to $497.32; for June $88,753.23. In weighing and sealing up this gold, the work is done chiefly at night or after office hours; this is particularly the case with large amounts.

The payments for all liquor permits issued and all other licenses under the local ordinances, excepting liquor, are made direct to my office.

The collection of all royalty and the payments on account of the Department of Justice, together with the increased amount received and disbursed in connection with the local revenues of the Yukon Territory, have greatly increased the work in my office, but it is being performed without any addition to the staff.

I have the honour to be, sir,
Your obedient servant,

J. T. LITHGOW,
Comptroller.

PART VIII.

REPORT

OF THE

LIEUTENANT GOVERNOR OF KEEWATIN

REPORT OF THE LIEUTENANT GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,
WINNIPEG, August 30, 1902.

The Hon. CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—In making my annual report upon affairs in the district of Keewatin during the past year, I am glad to be able to say that no occurrence calling for special notice has taken place during the year. Circumstances have prevented my paying an extended visit through the district. I have, however, come into communication with and met some of the missionaries, the principal Hudson's Bay Company's officers and others who carry on trade in the territory, and have thus kept in comparatively close touch and been made well acquainted with the condition of the native population during the past year.

The season is understood to have been again a very successful one in the fishing industry, which is now extensively pursued throughout the lake and northward in the waters of the Nelson river proper, some sixty miles or more beyond its outlet from Lake Winnipeg. From the information I have received it is gathered that the competition in the sturgeon fishing, which is now chiefly carried on at the extreme limit of the territory fished, made prices remunerative to the native fishermen and in consequence they enjoyed a prosperous winter. At the same time the fishing is now said to be carried on beyond the waters properly belonging to the treaty Indians. A fuller report, no doubt, can be furnished by the Indian agent if asked for his views concerning the matter.

The sturgeon fishing as carried on under the present method seems in the course of two or three seasons to deplete the water of this variety of fish, so that its continued prosecution necessitates the fishermen following the sturgeon into new waters. It was, I understand, at one time prosecuted with marked success throughout Lake Winnipeg, whereas now it would seem to be especially remunerative only in the river beyond.

The treaty Indians of Lake Winnipeg, there is every reason to think, have enjoyed a great measure of plenty and comfort during the year and should have no complaint to make.

A word may be said in regard to the smallpox epidemic which has been so prevalent throughout the country. I have great pleasure in being able to state that so far as I have learned, there is not evidence of a single case having occurred in Keewatin district. The disease spread amongst the Indians at Fort Alexander reserve on Lake Winnipeg from the timber camps, but this is the only evidence of it on Lake Winnipeg and Fort Alexander is in Manitoba. Mr. Chipman, the commissioner of the Hudson's Bay Company, informs me that the company took very prompt, and, as it has turned out, effectual measures to check any spread of the disease into the interior; vaccine was procured from the Department of Indian Affairs and sent to the company's different stations, and the officers of the company directed to take any step necessary to stamp out the disease should it appear. In the parts of the country where the company has control the organization would seem to be fully equal to preventing the spread of infection. It is at lumber camps and fishing stations, to which are drawn a certain number of the native population, that danger is to be apprehended.

Two or three missionaries, besides others, have visited Winnipeg from the interior of Keewatin during the past year, and all reports that have reached me speak of com-

parative prosperity amongst the natives. No cases of serious want have come to my hearing.

I have much pleasure in stating that since my last annual report no crimes of any magnitude have occurred in the district. This continued absence of crime bears eloquent testimony to the peaceable character of the Indians and other inhabitants and to the wholesome influence exercised over them by those devout pioneers of civilization, the missionaries of the several denominations, and by the Hudson's Bay Company's officials and others. Offences of a minor nature may have been perpetrated but I feel justified in stating that there have been no crimes of a magnitude with which the local magistracy were not competent to deal. Of no other unorganized district of so extensive an area can it be said, that during a whole year no crime beyond the jurisdiction of the local magistrate has occurred.

There has been reported to me the death at Norway House of Mr. Hector Morrison, at the age of 87, the most interesting character in many respects in Keewatin, and much the most picturesque, even in this land of Indians. He was the last survivor of the companions of Dr. Rae, of the Hudson's Bay Company, who shared with him the honour of discovering and charting much of the Arctic coast of America and of the archipelago of islands in the far north belonging to the Dominion. Morrison was also associated with Sir George Back in some of the stirring events in the Arctic seas some sixty years ago. Old Hector was the proud possessor of the medal for Arctic discovery, and had been for twenty years a pensioner on the company's bounty. He wore the broad Scotch bonnet to the last and his strong Scotch characteristics will ever remain a memory in the thoughts of the people he lived amongst for so many years.

I have again to express my obligations to the missionaries of the different denominations and to Mr. C. C. Chipman, the commissioner of the Hudson's Bay Company, and others for their kindness in freely placing me in possession of any information of interest at their command in regard to Keewatin district.

I have the honour to be, sir.
Your obedient servant,

D. H. McMILLAN,
Lieutenant Governor.

PART IX.

FORESTRY

FORESTRY

REPORT OF THE SUPERINTENDENT OF FORESTRY

DEPARTMENT OF THE INTERIOR,
FORESTRY BRANCH,
OTTAWA, October 18, 1902.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the Annual Report on Forestry for 1902, being the fourth report from this branch.

The systems adopted two years ago for the protection of the existing forests on Dominion lands and for encouraging tree planting on the plains of Manitoba and the Territories have been continued and further developed as far as the limited appropriation for the purpose would admit. Appended will be found reports from some of those engaged in both branches of the work.

Forest fire rangers are employed during the dry weather. These rangers are under the supervision of the Crown Timber agents or certain other officers of the government, who instruct them when they are to commence and when to stop work: also designate the territory to be patrolled by each ranger and direct his work generally, certifying to his accounts for such work before they are forwarded to the department for payment. The cost of this service is divided proportionally between the government and the owners of timber limits.

Recognizing the benefits to be derived from a general distribution of notices warning the public against the careless use of fire during the dry seasons, more than usual efforts were made this year for having these notices posted up throughout Manitoba and the North-west Territories and the railway belt in British Columbia, and also on the Indian reserves. The Canadian Pacific and Canadian Northern Railway Companies cheerfully undertook the work of posting them up along their respective lines of road, while Mr. Chipman, the Commissioner of the Hudson's Bay Company, rendered the department and the public the greatest service by kindly forwarding a large number of notices to his officers and agents to post up along the routes of travel and at the company's posts throughout the forest regions of the far north, and that his instructions in this respect were faithfully observed was evident from the numbers of them which I noticed carefully posted up in every part of the route from Edmonton to Peace River, and I was informed by those who had made the journey down the latter river, and also the Mackenzie, that they met them everywhere in conspicuous places throughout their travels.

The reports of the supervising officers under whose directions the fire rangers acted will be read with interest by all who are concerned in the forest wealth of the country.

Now that the danger for this year is about over it is very gratifying to learn that no serious loss of timber from fire has so far occurred, either in the North-west or on the railway belt in British Columbia. In the latter tract, owing to the very dry weather that prevailed in the early summer, the rangers were put to work earlier than usual, and it will be seen from the agent's report that this strip of land extending for upwards

of five hundred miles through a much frequented part of the country has passed through another season without experiencing any of the serious losses which visited other parts of the province as well as the adjoining states, and it can scarcely be doubted that this state of affairs may be largely attributed to the work of the fire rangers under the able guidance and supervision of Mr. James Leamy, the Dominion Crown Timber Agent for that province, whose report herewith is of special interest.

It may be added that those owning timber limits in this district have not only approved of the action of the department and paid their share of the cost, but have in many cases requested that a greater number of rangers should be employed.

CANADA AS A FIELD FOR THE WORLD'S FUTURE SUPPLY OF TIMBER.

The history of the increase in the value of forest products in Europe within the past one hundred years may be taken as an index of what the advance in price of these products will probably be in this country within the present century.

Is there any reason to think that this is an extravagant estimate? On the contrary, it is probable that the increase will be much more rapid in the future than it has been in the past, for all indications point to a timber famine in the near future. This question was very fully discussed at the last two meetings of the Royal Scottish Arboricultural Society, and I will take the liberty of making a few quotations from recent reports of transactions at those meetings. In the report of 1900, Dr. John Nisbet, in his address makes the following quotation from an article which appeared in the London *Times,* of March 17, 1899:—

'Canada possesses in great quantity certain raw materials which are essential to the maintenance of some important American industries. Among these, none are more important than timber. It is a fact that, in the northern hemisphere, Canada is rapidly becoming the only country which can afford to export timber. The other countries which possess it in excess of their manufacturing requirements are Russia, Norway and Sweden. It is a topographical peculiarity of the Russian Empire, that the rivers traversing the principal timber districts flow into the Arctic ocean. They are, therefore, useless for the purpose of floating out logs to the markets of the world; and, so far, no method of land transport has ever been devised which will carry timber for long distances cheaply enough to bring it into practical competition with water-carried logs. The forests of Russia may for the present be regarded as commercially inaccessible. Norway and Sweden, which do export timber, are hardly able to supply the deficiency of Germany. All other nations requiring timber of the sorts grown in the northern hemisphere, must look to Canada for their supply.

'First among these nations will soon rank the United States. It is fully recognized that, owing to the depletion of the forests of the northern states, the timber supply of the United States for all ordinary purposes of building and manufacture will not last more than a very limited number of years. The American supply of spruce for pulp wood will fall far below present requirements in five or six years, and within ten years, assuming the present rate of manufacture to remain unchanged, will be entirely exhausted. This being the case, the United States must evidently, within a very short period, look to outside supplies for the raw material upon which many of her most important industries are based. When it is considered to how many of these a full supply of timber is an essential condition of existence, it will be seen that there is little exaggeration in the statements commonly made by the far-sighted Canadian lumbermen, that the position hitherto held by cotton in the markets of the world is as nothing compared with that which timber is destined within a few years to occupy. The extraordinary development of the single manufacture of wood-pulp, which only a few years ago was practically unknown, and is now used not only for making paper, but for clothing and an immense diversity of other articles, is a sufficient indication of the practically limitless extension of the already widely varied uses of timber. "Cotton," it is said on the other side of the Atlantic, "was once called King; but King Cotton is a lesser potentate than King Timber must soon become."'

After making this quotation the speaker goes on to say that 'when one considers these circumstances, it seems impossible to arrive at any other conclusion than that the days of cheap timber in Britain are now almost at an end, and that the next few years must see a rise in price, and this enhancement will be permanent and progressive.'

Again, in the report of the same society for the following year, 1901, Dr. W. Schlich, one of the best authorities in the world on the subject, gave a very exhaustive paper on 'The Outlook of the World's Timber Supply.' He says: 'The great standby for coniferous timber will be Canada, if the government does not lose time in introducing a rational management of her forests.'

M. Melard, Inspector of Forests in the service of the French Republic, in his recent work on 'The Insufficiency of the World's Supply of Timber,' says:—

'There are but seven countries at present able to supply large quantities of timber. Five are in Europe, namely, Austria-Hungary, Sweden, Norway, Finland and Russia; two are in North America, namely, Canada and the United States.

'It has been shown that the available surplus of Austria-Hungary, of Russia, and of the United States is seriously threatened by increase of population and by industrial development, and that of Norway by the abuse of the axe. There remain only three sources of supply in which confidence can be placed for yet a little time. These are Sweden, Finland and Canada.

'They are absolutely and hopelessly insufficient.

'If Sweden, Finland and Canada were to attempt to supply all the countries which reach out their hands for timber, their normal production, and their forests, too, would be disposed of completely in a very short time, revenue and capital alike.

'A timber famine is thus within sight.'

If we look back fifty or sixty years in our own country we see that timber which at that time was valueless and was burnt up in clearing the land is now of great value.

The people of this country have been slow to realize the vast heritage they possess in their forests, and consequently have hitherto taken but small pains to prevent their destruction. The loss that has been caused by forest fires in Canada is simply incalculable. This loss cannot be measured merely by the quantity of merchantable timber that has been burnt up. When one of those disastrous fires spreads over a large extent of country, as has so frequently happened, it not only destroys the mature trees but kills the younger growth as well. It also destroys the possibility of the reproduction of desirable varieties of timber for a long series of years. This can be seen wherever a fire has laid bare a pine or spruce forest. The fire having killed all the timber and burnt up any seed that may have been on the ground, instead of a reproduction of the original valuable species we find the poplars and birches taking their places. The latter varieties, owing to the less weight of their seeds and larger wings, are carried for long distances over the country, while the coniferous seeds are able to reach only a short distance from the parent tree. The result is obvious, that ages must elapse before nature can fill up the gaps with the valuable varieties of timber with which they were originally covered.

There is another point to be noted in this connection, and it is this, that our coniferous timber, which in this country is of all varieties the most valued, does not usually seek for its habitat the land best adapted for agricultural purposes. It is quite content to be allowed the waste places, the rough mountain side, the swamps and the stony tracts which the agriculturist usually avoids. If it were otherwise, and the spruce, pine, and other valuable varieties were only found in the rich valleys where the agriculturist might follow in the wake of the forest fire and turn to his profit the work it had accomplished, there would be some compensation for the loss of the timber crop.

While Canada undoubtedly possesses a very large extent of good agricultural land, it is equally true that we have extensive areas which are better adapted for, and can be more profitably utilized in, the growing of timber than for any other purpose, and when we remember that unlike agricultural products no rotation of crops need be provided

for, as the same soil will produce without deterioration the same varieties in perpetuity, and recognizing also the undoubted fact of the certainty of an enormously increased demand for Canadian timber as so fully set forth by the authorities I have quoted, it goes without saying that every effort should be made to protect it from destruction.

I have referred in former reports to the great extent of our coniferous forests. It is difficult to estimate the real commercial value of a virgin forest. The mineral resources of a country consist of a certain definite quantity, and every pound taken out decreases the aggregate by that amount, but in the case of the forest we enter another kingdom of nature where the silent life forces are constantly at work, and as long as the conditions are favourable growth and increase of product are the result, and not only this, but with the persistency and tenacity which are one of the chief characteristics of life it provides for a reproduction of its kind so that all that is necessary is to guard it against destruction in the first place, and secondly to apply correct methods in harvesting the timber crop to insure a perpetual supply.

With these facts before us it is obvious that the timber of the country really constitutes our greatest natural asset, and that in the near future the revenue derived therefrom will enormously increase. Such being the case, it is assuredly a duty we owe to ourselves, as well as to future generations, to guard such a heritage from destruction in the first place, and secondly to apply the best possible methods for utilizing the product.

A FOREST GROWTH NECESSARY TO PRESERVE A WATER SUPPLY.

What has been said in the foregoing pages relates only to the commercial value of our forests. And valuable as they are on that account their economic uses are perhaps even more important. Fortunately Canada has not yet felt the effects of over-denudation, such as many of the older countries of the world have, but the increasing spring floods in some of the more settled parts are a warning of what will follow if the natural reservoirs at the sources of supply are destroyed. Important as this matter is in all cases it is far more so with reference to the sparsely-timbered districts of the North-west. It is no exaggeration to say that the great future predicted for that fertile region will prove disappointing in the extreme if the timber at the head waters and upper valleys of its rivers be not carefully preserved.

With this object in view certain timber reserves have been set apart, and it will be the duty of this branch of the service to continue to recommend others in advance of the settlement of the districts in which they are located, and to use every effort to prevent their destruction from fire or otherwise. In former reports each of these reserves has been dealt with at some length, and I shall not repeat what has been said, but it should be noted that during the past year the Rocky Mountains National Park has been enlarged so as to include the whole of the upper valley of the Bow river, and now contains approximately an area of 2,880,000 acres, and adjoining this on the west, the Yoho Park, consisting of about 530,240 acres, has also been set apart. This will ensure, it is hoped, the preservation of a large area of timber along the summit of the Rocky Mountains near the Canadian Pacific Railway. Another reserve consisting of three townships south-west of Kamloops, in British Columbia, has been recommended. This is in a partially timbered tract at the source of a number of streams in a district where irrigation is necessary to the growth of crops.

Much has been said regarding the preservation of timber from fire, and it may be asked what means can best be adopted for this purpose. Can the great destruction from this cause be lessened to any appreciable degree? In answer to this I would refer to the reports of the officers who supervised the work of the forest fire rangers on Dominion lands both this year and last year.

Other means such as fire guards, &c., may in some cases be of service in the woods, as they certainly are on the prairie, but experience has shown that an efficient patrol system is by all odds the most effective and least expensive.

During the past year or two the greater demand for lumber for export to foreign markets, coupled with the increased consumption on our north-western prairies, has caused a corresponding appreciation in the value of standing timber both in British Columbia and the wooded districts adjacent to the plains, and in order to gain a more intimate acquaintance with this source of wealth on Dominion lands in those parts I spent nearly four months of the past summer and autumn in inspection work in those districts. Part of this time was spent on the railway belt in British Columbia, and more recently in a visit to the district lying between Edmonton and the upper waters of the Peace river.

The railway belt with respect to timber is divided into three districts: First, that extending from the coast to the neighbourhood of Lytton; second, that between Lytton and the upper end of the Shuswap lakes; and third, that lying between the upper end of these lakes and the east boundary of the province. The first and third are essentially forest sections, and the second, which is known as the 'dry belt' owing to the very light annual precipitation, partakes more of the appearance of the prairie, though occasional belts of timber, chiefly bull pine *(Pinus ponderosa)*, are met with. The first or coast section, notwithstanding the destruction wrought by forest fires, contains a very large amount of excellent timber valuable for lumber purposes, the varieties being cedar *(Thuya gigantea)*, Douglas fir *(Pseudotsuga Douglasii)*, western white pine *(Pinus monticola)*, spruce *(Picea sitchensis)*, and the western hemlock *(Tsuga mertensiana)*. It is worthy of remark that this hemlock makes far better lumber than our eastern hemlock, and is now coming into very general use.

The principal lumber tree between the Rocky Mountains and the plains is the spruce, mostly the white spruce, and from its position near the prairie there is no doubt that it will be more and more sought after to meet the increasing demands from that quarter.

The country along the upper waters of the North Saskatchewan, the Athabaska and Peace rivers is partly prairie and partly wooded. The varieties of timber are principally aspen and balsam poplar, the former predominating, and white spruce. The poplars as we go north seem to increase in size and height, and as we approach Lesser Slave Lake and between this lake and the crossing of the Peace river below the junction of the Smoky, they grow very clean and straight, trees not over a foot or fourteen inches reaching a height of seventy or eighty feet, making excellent building timber as well as fencing and fuel. In some parts there are stretches of good spruce well adapted for lumbering purposes. There has so far been but little destruction from fire in this quarter. The land is mostly level, the soil excellent, and if the summer frosts do not prevent it, the country will begin soon to settle up and there will be an ample supply of timber for local uses if not for export to the adjoining prairie regions.

TREE PLANTING ON THE PLAINS.

This work, which is one of co-operation with the settlers, has been continued and is now assuming large dimensions. Mr. Ross, the Assistant Superintendent, and Mr. A. P. Stevenson have been employed all summer inspecting the land of applicants. It was found that they would be unable to overtake the whole of the work before winter, and in order that none should be disappointed who had applied for trees to be delivered next spring, Mr. Archibald Mitchell, of Macleod, and Mr. John Caldwell, of Virden, were engaged for a few months to assist in the work. These gentlemen are well qualified for the task. Mr. Mitchell, who is now a farmer near Macleod, was engaged for several years as a forester for Lord Rosebery, in Scotland, and also on the estates of Lord Dunraven, in Wales, and since his coming to the North-west has given special attention to the growing of forest trees in his neighbourhood. Mr. Caldwell has been engaged for some time in raising forest trees at his nurseries at Virden, from which he has supplied settlers in different parts of the Territories with plant material.

It is expected that the work of inspection will be completed by November 1.

In the spring of 1901 a beginning was made by furnishing 44 settlers, who had their ground prepared, with seedling trees. In all 58,800 trees were sent out at that time.

In the spring of 1902, 415 settlers were supplied, the aggregate quantity being 468,900 trees. The varieties were Manitoba maple *(Acer negundo)*, cottonwood *(Populus monilifera)*, willow *(Salix acutifolia)* and elm *(Ulmus americana)*. In addition to these 347 pounds of maple and 217 pounds of ash seed were supplied to 102 settlers. There are in all 1,006 applicants whose land is being examined this season with a view to planting next spring.

Applications are now being received from those who desire to have their places examined next season with a view to making preparation for receiving trees for planting in 1904. It is quite certain that this number will considerably exceed that of the preceding year.

The inspectors were instructed to take note as to the condition of the trees that were sent out first, that is, in 1901. The summer of that year being generally wet, was very favourable to tree growth, and consequently a great deal of wood was made. This was succeeded by a trying winter, as there was very little snow and the young trees were therefore left with but little protection from the winter frosts. Notwithstanding this, Mr. Ross reports that in the Territories where the conditions for tree growth are less favourable than in Manitoba, 75 per cent of the stock set out in the spring of 1901 is now growing. Mr. Stevenson has not reported the percentage in Manitoba, but the showing there is no doubt better.

Regarding the trees sent out in the spring of 1902, the reports state that they are nearly all now doing well. From this information it would seem that the project is meeting with a considerable measure of success.

The matter of being able to supply the applicants with seedling trees has been one of some concern, and fears were expressed that it might be impossible to meet the large demands that would be made. I am glad, however, to be able to report that the nurseries established by this department at the Experimental Farms at Brandon and Indian Head through the kind permission of the Minister and officers of the Department of Agriculture, will furnish over 1,000,000 trees for transplanting next spring. In addition to these we will probably have 150,000 maples and Russian poplars from Mr. Caldwell, at Virden. So it may be safely assumed that all applicants who have their ground properly prepared for next spring's planting will receive their full complement of nursery stock.

It should be stated that those availing themselves of the advice and assistance of the department are not confined to any particular locality; on the contrary, they are from all parts of the plains region, from the Red River to the foothills of the Rockies. The plantations being thus distributed, object lessons will be afforded to the settlers throughout the whole country, and one of the main objects aimed at, namely, the education of the people of the west in forest cultivation, will be attained.

The following table shows the quantity of nursery stock provided for distribution by this branch:—

At Brandon Experimental Farm.

Trees now taken up and healed in for distribution next spring:	
Manitoba maples	382,000
Green ash	40,000
American elm	7,000
Total	429,000

At Indian Head Experimental Farm.

Estimated:

Manitoba maples	300,000
Green ash	100,000
American elm	40,000
Total	440,000
Cottonwoods from Bismarck, N.D.	300,000
Total	1,169,000

(Not including Russian poplar and Manitoba maples from Virden.)

Estimate of trees left growing, being too small for next year's distribution.

Manitoba maple	180,000
Green ash	395,000
American elm	45,000
Scotch pine, one year old	25,000
European larch, one year old	18,000
White spruce, one year old	5,000
Native birch, one year old	500
Total	668,500

As the gathering of seed has not yet been finished, no definite figures can be given at present of the quantity that will be available for distribution next spring, but there is no doubt the demands will be fully met.

THE CANADIAN FORESTRY ASSOCIATION.

The report of the third anuual meeting of this association has been recently issued. It is well printed and illustrated, and contains a number of very valuable papers with discussion thereon by members from all parts of the Dominion. The meeting, which was held in the Railway Committee Room of the House of Commons, lasted two days, and the attendance and interest manifested were worthy of the important subjects dealt with. Dr. B. E. Fernow, for many years Chief of the United States Division of Forestry at Washington, and now Dean and Director of the New York State College of Forestry, was present and took an active part in the discussions, and on the evening of March 6 delivered a very interesting address to a large audience in the Ottawa Normal School hall on the Evolution of a Forest Growth.

The directors reported a membership on March 6 last of 347, nine of whom are life members.

Though the association has no connection with this department, it is regarded, from its representative character and the high standing of its membership, drawn from all parts of the Dominion, as a very valuable auxiliary to this branch, and worthy the assistance which has been given it.

I have the honour to be, sir,
Your obedient servant,

E. STEWART,
Superintendent.

APPENDIX No. 1.

REPORT OF THE ASSISTANT SUPERINTENDENT, NORMAN M. ROSS, B.S.A.

INDIAN HEAD, ASSA., August 14, 1902.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit herewith a report of my work carried on under your direction since September, 1901.

Up till November 16, I was engaged in visiting and inspecting the land of those applicants who were desirous of availing themselves of the co-operative scheme of tree planting to obtain seedlings and seed for setting out on their farms in the following spring. During this time I visited 180 applicants, whose farms were distributed over a large extent of territory, 135 living in Assiniboia and 45 in Alberta.

Late in September the nursery stock grown at Indian Head and Brandon was dug, the trees counted and tied in bundles, and then buried for the winter ready for shipping in the spring.

On November 16, I left the west to return to Ottawa where I remained during the winter working in the office, preparing lists of trees for distribution and making planting plans in such cases as they were thought desirable for the assistance of applicants when setting out the trees in the spring. Arrangements were also made for the purchase and delivery of such supplies as moss, burlap, labels, &c., necessary for packing and shipping the seedlings and seed. Towards the end of February, I again left Ottawa for the purpose of attending a number of Farmers' Institute meetings throughout South-eastern Assiniboia and Southern Alberta. Meetings were held at the following points in Assiniboia:—Wapella, Fairmede, Glen Adelaide, Arcola, Alameda, Gainsboro', Elmore, Carnduff, Oxbow, Estevan, North Portal, Weyburn, Yellowgrass, Moosejaw, Caron, Maple Creek and Medicine Hat. In Southern Alberta meetings were held at Raymond, Stirling, Magrath, Cardston, Mountain View and Fishburn. The last meeting was held on March 24, after which I returned to Ottawa to make final arrangements for the summer's work.

About the middle of April I started west, and after spending a day at Brandon, where distribution of seedling stock was just commencing, I went on to Indian Head and stayed there throughout the packing and distribution of the nursery stock, and until after the seed had been sown and other spring work finished.

Early in June I received from Ottawa a list of applicants whose places are to be visited this season, and since then I have been engaged altogether in this work. The number of applicants having increased to such an extent and the territory to be covered being such a large one, Mr. Mitchell, of Macleod, was appointed as agent to look after the work in Alberta. On August 12, I visited Calgary, where I met Mr. Mitchell, and furnished him with the names of those applicants in his district, and also gave him instructions regarding the carrying on of the work.

Applications for tree planting.—The number of applications for assistance in tree planting is rapidly increasing, but it is still small compared to what it will be as the scheme becomes more generally known, especially in those districts in which plantations have already been started, where the settlers can see for themselves the exact nature of the work. There were 15 applications for assistance in planting in the Territories in the spring of 1901, for 1902 there were 183, and I have on my list for 1903, 436 names.

In a year or so, if the plantations already set out prove at all successful, the applications will increase to such an extent that the work of inspecting and providing nursery stock will assume very large proportions indeed. Plant material is not, of course, furnished to every one making application. Up to the present time I have visited 162 applicants, but only 75 of these will receive trees next spring. In most cases the reason for not supplying trees is owing to the lack of preparation of the soil. In some cases the farms of applicants are already well protected by natural timber, and more trees are desired simply for ornamental planting which, of course, does not come under the work of this branch. Others again are not prepared to fence the trees after planting, which is very necessary in a country where so much stock is allowed to run loose during certain seasons of the year.

Planting already done.—In the spring of 1901 eleven applicants received material for tree planting, the total area planted being about thirteen acres. With only two exceptions these plantations did very well up till last winter, at least 75 per cent of the total number of trees set out being in good condition. Last fall was very wet throughout the Territories, and this encouraged late growth, and consequently much of the new wood formed during the season failed to ripen, and was cut back by the frost, which was rather severe during the early part of the winter. Until late in the winter very little snow fell, and the young plants were consequently entirely unprotected, and when growth started in the spring it was found that many of the young trees of maple, cottonwood and ash were cut back to the ground, and in a few cases even the roots were killed. The few elms set out did not seem to be at all affected, but stood the winter well. Most of the seedlings cut back in this way sprout up again from the roots, making good growth, and should stand the second winter without killing back, if the growing season does not again extend too late into the fall.

This spring 91 applicants were supplied with trees from Indian Head, the total number of seedlings and cuttings sent out being 106,000, consisting of 33,256 maples, 53,648 cottonwoods, 2,000 elm and 17,096 willow cuttings. Together with 318 pounds of maple and 200 pounds of ash seed this amount of stock would be sufficient to plant up about 45 acres of land. This season has been an especially favourable one for tree planting, and I may safely say that at least 99 per cent of the total number of seedlings set out are living and have made good growth up to the present time. Most of those receiving trees were at the same time supplied with a few pounds of maple and ash seed, which in most cases has been well sown, resulting in good crops of seedlings which will be used for filling up blanks in the plantations, and also for further planting.

Without exception all seedlings set out this spring have been well planted and cared for so far as I have at present had an opportunity of inspecting them. In a very few cases planting has not been carried out according to plans furnished, with the result that the trees have been mixed in such a manner that the plantations will not grow to best advantage, although this may not be at present apparent to those who are not acquainted with the habits of growth of the various trees. On the whole, however, instructions have been followed out as closely as circumstances permitted, and the results of the first season's work are certainly very encouraging.

The maple and elm seedlings used in distribution were all raised on the Indian Head farm, and the willow cuttings were also taken from stock growing there. The Dakota cottonwoods were obtained from Bismarck, in North Dakota, near which place they grow in immense numbers in the sand bars along the Missouri river. These seedlings were pulled and delivered at Brandon and Indian Head late in the fall and were immediately buried. This tree will evidently stand a great amount of rough usage, as those delivered at Indian Head arrived exactly one month from date of shipment. There was practically no packing amongst them, and the bundles were frozen solid, and at the time they were buried the temperature was below zero. However, they did not seem to be at all affected by these conditions. Several hundred were planted in the nursery here this spring, and at least 95 per cent grew.

Distribution of plant material.—In the spring as soon as the frost was sufficiently out of the ground the seedlings which had been buried over winter were uncovered and bundled up for shipment. The packing commenced at Brandon about April 21, and at Indian Head on the 28th. Each applicant was notified some days ahead as to the date on which the trees would be shipped so that he might know when to get them from the station. An addressed postal card was also sent to each one, which was returned upon receipt of the trees, stating date of delivery and condition of the stock upon arrival.

At Brandon some small sheds were available for packing in, but at Indian Head all the work had to be done outside, and as the weather was at times very cold and windy the work was carried on under very disagreeable conditions, and had the weather proved at all bad operations would of necessity have been entirely suspended. As it is of the utmost importance that the work of distribution should be carried out with the greatest despatch, not only in order that the trees may arrive at their destination in good time, but principally that the work may be got over before the time arrives for sowing seed and other nursery work which has to be done while there is still plenty of moisture in the soil, it was found necessary to erect a rough building to be used for this purpose next spring, and also to act as a storehouse for seeds and as a tool room. This building is 32 feet by 14 feet with an upper storey or loft where seed, bags, &c., will be kept over winter. The lower floor will be used for packing and tool room, with a small room at one end for a rough office.

Nursery work.—For the raising of nursery stock somewhat similar arrangements to those followed out last season were made with the Experimental Farms at Brandon and Indian Head. At Brandon about 300 pounds of maple seed and a similar quantity of ash was put in, and later on in June a quantity of elm was picked and sown, in all covering about six acres. During the latter part of June very heavy floods in the Assiniboine river damaged a considerable quantity of the stock which was just commencing to germinate and totally destroyed 2½ acres of maple seedlings, which were covered with water for several days. The remainder of the stock, however, germinated well, and has made strong and rapid growth.

At Indian Head a larger quantity of seed was put in, in all about 7 or 8 acres of maple, ash and elm. On the whole the stock is healthy and has grown well and will make strong plants for shipping next spring, but owing to the very wet spring and the uneven surface of the land which has been placed at our disposal large quantities of water lay in the lower places and drowned out a great number of small seedlings. As estimated at present we shall have for shipment from this point between 500,000 and 600,000 seedlings. This number can be greatly increased by the addition of willow cuttings if found necessary.

Besides the maple, ash and elm, five pounds of Scotch pine, five pounds of larch and a similar quantity of spruce seed was also sown. These were put in specially prepared beds which can be shaded with slat screens during the summer. All this seed germinated very satisfactorily with the exception of the spruce, which was perhaps put in somewhat too late. Although the season was exceptionally wet we were not troubled with excessive damping off of seedlings.

The following is an estimate of stock at present growing in the Indian Head nursery:—

Maple	350,000
Ash	225,000
Elm	50,000
Scotch pine, 1 year old	25,000
European larch, 1 year old	18,000
White spruce, 1 year old	5,000
Native birch, 1 year old	500
Total number of plants	673,500

The increasing number of those making application to this branch for assistance in tree planting will very shortly necessitate the establishment of some different ar-

rangements for the raising of nursery stock from those we are at present working under. The area of land which can be placed at our disposal on the Experimental Farms is necessarily limited, and in many respects is not altogether suited for nursery purposes. The extent and importance of the work certainly warrant the establishment of at least one large nursery at some suitable point along the railroad, and in fact it is the only way in which this part of the work can be economically carried on.

In connection with the nursery it would also be advisable to have some extent of land so that plantations of various mixtures could be set out and careful data kept as to the rate of growth, yield and cost of management. At present, although sufficient planting has been done on the prairies to prove that the raising of fuel and fencing material is perfectly practical, at least in most districts, still no absolutely reliable data as to cost of establishing such plantations, the most suitable mixtures to plant out, or yield to be derived under proper management, can be gathered. It certainly would prove a great stimulus to tree planting if it could be shown by actual figures that such work is financially profitable, as it undoubtedly is. In cases where farmers have to go forty or fifty miles for wood, as they often do in this country, the fact that such wood can be profitably grown at home should prove a strong inducement to setting out plantations. It is only a question of a short time before tree planting for fuel and fencing must become general on the prairies. The country is rapidly settling up, and even now quantities of fire wood are being shipped into many districts where the natural supply has been exhausted. The sources of supply for this fuel are also limited, and the demand fast increasing, so that economic tree planting will soon be a necessity, and any reliable data as to the best methods of planting and management will prove of inestimable value to the settlers.

Collection of seed.—In the fall of 1901 it was found that the maple seed in the Territories, and even in the western part of Manitoba, was so badly affected by some fungus as to be absolutely useless. The seed growing in the district around Portage la Prairie proved to be perfectly healthy, and arrangements were made for the collection of as large a quantity of the seed as possible. Owing, however, to the heavy wheat crop and the scarcity of labour it was almost impossible to get men to pick the seed, and consequently only about 800 pounds could be obtained. A quantity of seed from Minnesota was also purchased in order to make up the necessary amount. The crop of ash seed was exceptionally heavy, and about 1,000 pounds of this seed was picked by Half-breeds in the Qu'Appelle valley north of Indian Head.

Next spring we shall require about 2,000 pounds of maple, and at least 1,000 pounds of ash seed. The maple seed in this district is again very badly affected by the same disease as last year, but it may be possible to find some good seed in the valleys. The ash seed is very scarce this season, and it may be difficult to get the amount desired. The elm did not bear a very heavy crop this year, and the seed was not of the best quality. About eight pounds (dried) was sown at Indian Head in June, and about twelve pounds at Brandon.

To supply the demand for planting in the spring of 1903, considerably over 1,000,000 seedling plants will be necessary. If the applications increase as rapidly as they have done up to the present time, as there is every indication that they will, about 3,000,000 plants will be needed in 1904, and probably double that number in 1905. To raise such a number of plants must necessarily entail a considerable expense and a large amount of labour for which the present facilities for nursery work are totally inadequate. It has been shown by the way in which the settlers are taking advantage of the co-operative scheme that it is a very popular undertaking which, aside from the fact of its great benefit to the country as a whole if only systematically carried on over a sufficient length of time, should warrant an appropriation which would enable the work to be carried on in an efficient manner.

I am, sir, your obedient servant,

NORMAN M. ROSS,
Assistant Superintendent of Forestry.

APPENDIX No. 2.

REPORT OF THE GOVERNMENT AGENT FOR TREE PLANTING IN MANITOBA, A. P. STEVENSON.

NELSON, MAN., October 14, 1902.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit the following brief report on the work done by me, under your direction, as forestry agent, in connection with the work carried on in this province by the Forestry Branch of the Department of the Interior.

In accordance with instructions received from you, on April 9 I proceeded to the Experimental Farm, Brandon, to make arrangements for the shipping out of plant material to the various applicants through the province whose grounds had been inspected the previous summer, and where the necessary preparations had been made according to the rule laid down by the Forestry Branch. The first work undertaken was the preparing of Russian willow cuttings. The labour of Indian boys from the Industrial School was used to advantage in this work. Over 30,000 cuttings were made and tied in bundles of one hundred each, then heeled in and used as shipping went on. Shipping out of plant material commenced on April 19. Notices were sent to all applicants several days previous to shipping, stating the varieties and total number being sent and the probable date of shipping so that they could be on the lookout for their trees and as little time be lost as possible between shipping point and destination. The spring was cold, wet and backward, and while very unfavourable for agriculture was a very favourable one for our work, giving us a long period of fine cool shipping weather. All shipping of trees was finished on May 17. Three hundred and thirty applicants were furnished with trees, making a total of trees and cuttings sent out of nearly 400,000, principally such quick growing varieties as cottonwood, maple and Russian willow. A few thousand elms were also sent out. The sowing of ash seed was begun during the first week in May, and maple seed on the 15th. Over forty pounds of elm seed was collected and sown. Seed was secured from the trees on the Indian school farm. Elm seed was injured to a considerable extent by a small leaf beetle, consequently a good deal of difficulty was met with in securing even a small supply of the seed of this very desirable tree.

In company with Mr. Ross, the Assistant Superintendent of Forestry, a visit was made to the spruce woods near Sewell, and about 6,000 small spruce and 2,000 tamarack were collected and shipped to the Indian Head Experimental Farm and planted there for Forestry Branch purposes.

The inspecting of the farms of the various applicants availing themselves of the benefit of the co-operative tree planting scheme for 1903 was begun on June 13. The condition of trees sent out by the Forestry Branch in the spring of 1901 and 1902 was also noted. It was found that of the trees sent out in the spring of 1901 a considerable number had been injured the following winter. Without doubt this was caused from the almost entire lack of snow during the past winter, an extra strong growth of wood having been made the previous summer. It was noticed that trees four years old also suffered to a considerable extent from the effects of the winter.

I take great satisfaction in reporting on the fine showing at the present time of the trees sent out this spring. I estimate that 90 per cent are growing; 95 per cent of the Russian willow cuttings have grown. In some cases a growth of four and a half feet

was measured. The spring has been a very favourable one for the growing of young trees. This, together with the thorough preparation of the soil, which is insisted upon by the Forestry Branch, has contributed largely to this favourable showing.

Towards the end of July I received instructions to prepare a forestry exhibit for the summer fair at Brandon. The native timber sections secured in southern Manitoba last winter were sawn at the mill in Brandon as per diagram furnished. The sawn sections were dressed, and show clearly the grain of the timber. All of the woods native to Manitoba were shown, also young seedling trees, one, two and three years old, in their various stages of growth. The exhibit was left in charge of Thomas Robertson, who reports that a lively interest was taken in the exhibit by visitors, who were much surprised at the size and soundness of the sawn sections of oak, elm, ash, birch, maple and basswood.

As instructed, on July 24 I visited Mr. Caldwell, of Virden, who had been appointed to assist me in the work of inspection this season, and gave him all necessary instructions regarding the work, also a list of 160 applicants to be visited. Mr. Caldwell commenced on this work on July 25.

I was also instructed to make arrangements regarding the collection of maple and ash trees in Manitoba. I visited Portage la Prairie on September 2, and arranged for the delivery at Brandon and Indian Head of 1,000 pounds of maple seed and 300 pounds of ash seed, the quantities to the different places to be arranged later. The tree seed appeared to be of very fair quality at the Portage. It seems that the Indians are the only persons who can be got to gather it.

Up to the present time I have visited and inspected the farms of 440 applicants. A proportion of these will not plant next year on account of not having suitable preparation. The general care of the trees set out by the farmers has been very good; better than I expected. They are earnest in their desire to have trees, and the general success attending their efforts in that line has greatly encouraged them to persevere in the good work of growing a good sized shelter belt and wood-lot on the prairie.

I received instructions to address a Farmers' Institute meeting on October 9 at Carman, Man., this being the date on which the agricultural society held its annual fair. The meeting was fairly well attended and keen interest taken throughout, especially in the question of tree planting on the prairie, and in the co-operative scheme of tree planting as set forth by the Forestry Branch, very indistinct ideas of which appeared to prevail at this place.

The maple, ash and elm seedlings grown on the Experimental Farm, Brandon, by the Forestry Branch have all made extra fine growth, with the exception of a small portion that was flooded by the rise of the Assiniboine river. I noticed the seedlings were kept well cultivated, the result of which will be an extra fine lot of young trees to meet the demands of applicants in the spring of 1903.

I am, sir, your obedient servant,

A. P. STEVENSON,
Agent.

APPENDIX No. 3.

REPORT OF ARCHIBALD MITCHELL, GOVERNMENT AGENT FOR TREE PLANTING IN ALBERTA.

Macleod, Alta., October 1, 1902.

E. Stewart, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—I have the honour to submit herewith report of my work in connection with the government's co-operation in tree planting on the prairies.

On August 11 I met you at Macleod, and accompanied you to Calgary to meet Mr. Ross. There I received my list of persons to be visited and my final instructions.

The heavy rain of this summer had rendered the country to the north difficult of access, and I therefore returned to Macleod on the 14th to go over the south country first. From Macleod I went to Mountain View, and so round the Mormon settlement to Lethbridge. From thence I went north and visited all applicants as far as Lacombe. I then went east to the districts round Medicine Hat and Maple Creek, which ended my tour of inspection in this part of the country.

I found the trees already supplied had as a rule done very well, and the seeds had also germinated well and made good growth. The floods of May and July had delayed cultivation in some cases, and there the trees had not made quite the growth exhibited by those where regular cultivation had been possible. The difference was most marked in the case of the Manitoba maple *(Acer negundo)*. About the end of August and the first week of September we had some frosts which touched the tips of some of the cottonwoods and a few of the maple seedlings, but not, I think, enough to cause any decided set back.

Only three of the ranchers who applied for trees, and whom I have visited, have failed to make preparation for trees. One of these had left the country, another had had his horses killed by lightning, and the third had simply been unable to overtake the work. All the others had prepared more or less land, most of which was suitable for planting.

I have everywhere found the keenest interest taken in tree planting, and also apparently a full appreciation of the help I was able to give. I have always made it my endeavour, besides estimating the number of trees required, and satisfying myself as to the condition and suitability of soil and location, to make each man thoroughly understand how to plant his trees when he gets them, and to impress upon him the necessity for thorough cultivation afterwards.

I have the honour to be, sir,
Your obedient servant,

ARCH. MITCHELL.

APPENDIX No. 4.

REPORT OF CROWN TIMBER AGENT AT NEW WESTMINSTER, JAMES LEAMY.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., October 14, 1902.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit herewith a short report of what has been done under my supervision respecting the fire protection for this season, and the results of the working of the system of fire wardency in the railway belt of British Columbia.

As you are aware, eight wardens were appointed this year, and were actively employed in their various districts in looking after fires.

In the district east of the Selkirks, which was looked after by Mr. Milligan, several fires occurred which were promptly attended to by the ranger and extinguished without having done any serious damage; notably one which occurred on Mr. Wells' timber berth on the Beaverfoot river, which was caused by the carelessness of a man in the employ of Mr. Wells as a watchman on the said limit. He, intending to clean out the logging camp of the previous season, removed the straw and other inflammable material from within the camp, made a pile of it outside and set fire to it. A sudden gust of wind arising just about that time, the blazing straw was carried quite a distance away and set fire to the dry grass and underbrush, spreading very rapidly, and getting immediately beyond the control of the watchman. Mr. Wells closed down his mill and sent all his men to fight the fire, and they confined it principally to the worked out portion of the limit in question, so that the loss of merchantable timber did not amount to over a million feet, which will be taken out this winter and manufactured. A rain coming on after several days assisted very materially in putting out the fire in question, and no further damage was done thereby.

Another fire occurred on the Bluewater creek, on berth No. 20, north of Donald. This fire, as far as can be ascertained, was set by lightning, but was got under control after several days' work, without having done any damage. It merely burnt through a portion that had been previously burnt over years ago, and which did not contain any merchantable timber.

The third fire was on the summit at Six Mile creek in the Selkirk range. This was also on a place that had been burnt over previously, and was undoubtedly caused by lightning. It did not do any damage whatsoever.

These were the only fires of any consequence that occurred within the railway belt in the province of British Columbia, although the season was an exceptionally dry one. Innumerable small fires occurred all through the belt, the majority of which were set by settlers clearing their lands, and, in some instances, by sparks from locomotives and fires left carelessly by campers, all of which were promptly attended to by the rangers in their various districts and were carefully watched and not allowed to spread. I might say that one fire occurred about six miles west of Agassiz, which burned out the timbering of a tunnel on the line of the Canadian Pacific Railway, delaying the trains for several days. The origin of this fire cannot be properly traced beyond the fact that it began outside of the tunnel.

I may say that across the boundary line in the states of Washington, Oregon and Montana to the south of us, enormous tracts of forest were completely destroyed by

fire, and, sad to relate, a number of lives were lost and thousands of persons rendered homeless.

On Vancouver Island large fires occurred, principally in the Chemainus and Sooke districts, destroying valuable timber. There were also very large fires up the coast, north of Vancouver city. For many days the smoke arising from these fires was so dense that it was a serious impediment to navigation along the coast, and extended as far east as Kamloops, obscuring the sun and rendering the atmosphere dense and murky.

I attribute our immunity from large fires in the railway belt to be largely due to the efficient manner in which the fire rangers attended to their duties.

I may say that the newspapers of the province have taken notice of the work of the rangers and commented very favourably thereon.

I would respectfully suggest that the provincial government be requested to put on two months close season, totally prohibiting the setting out of fires during that period, and would suggest that the time should be during part of June, the whole of July and part of August. However, this matter could be determined upon consultation.

All of which is respectfully submitted.

JAMES LEAMY,
Crown Timber Agent.

APPENDIX No. 5.

REPORT OF THOMAS YOUNG, FOREST RANGER, RIDING MOUNTAIN TIMBER RESERVE.

DAUPHIN, October 28, 1902.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to forward you the following report of work done for the Forestry Branch during the past year:—

I have exercised a general supervision of the work of cutting done in the Dauphin district, which extends along the east and north of the Riding, Duck and Porcupine Mountains. The lumbering operations were hampered during last winter through lack of snow, but about 12,000,000 feet, board measure, was cut for commercial purposes, and over 200,000 railway ties were manufactured.

Actual settlers had over 2,000,000 feet, board measure, cut for their use by portable mill in this district.

The work of limit holders has been fairly well done, and no undue waste has been observed in their operations, but some irregularities were evident in the operations conducted by portable mill operators—chiefly wastefulness through having defective machinery and a disposition to exceed the rights granted to permit holders.

In the matter of fire protection and the prevention of prairie and forest fires, I have to report that the past season has been generally favourable for this district, and although there is a great temptation to the settlers along the base of the mountains to use fire as an agency to clear the scrub lands, no great damage has been done during the past year, and the settlers generaly are becoming more careful in the use of fire.

I have had three forest fire rangers on duty during the spring and fall season, one along the Duck, one along Porcupine, and one along the Riding Mountains.

These men have been on constant duty patrolling their districts, posting notices, and assisting to extinguish fires that may have been started, and I think their services have had an educative influence.

The forest fire rangers complain that their remuneration is not sufficient for their labours, and I have experienced a difficulty in retaining good men from season to season.

I am, sir, your obedient servant,

THOMAS YOUNG,
Forest Ranger.

APPENDIX No. 6.

REPORT OF C. A. WALKINSHAW, FOREST RANGER.

Boissevain, October 16, 1902.

E. Stewart, Esq.,
Superintendent of Forestry,
Ottawa.

Sir,—Now that the year is drawing near its close I have to report to you on the condition of affairs in the Turtle Mountain timber reserve over which I have charge, and to say that the past season has been a most successful one. The growth of the young trees has been remarkable. I refer particularly to the young stuff that has sprung up since the late disastrous fires. The last season was favourable, and this one has been more so, as a large quantity of rain fell over the area covered by the reserve. The fire break running through the reserve from north to south has been kept clean, and is in an efficient condition. We have been threatened by fire set out on the land south of the boundary line, but we have kept diligent watch and prevented it from coming in on us. With the present favourable conditions and freedom from fire, I anticipate the greatest success from our efforts.

I am, sir, your obedient servant,

C. A. WALKINSHAW,
Forest Ranger.

On the Athabaska River.

Spruce Woods Reserve, S. E. of Sewell, Man.

Young Spruce from 2 ft. to 3 ft. high coming up scattered over Prairie. If protected from fire for some years this district would soon become naturally re-forested.

SEEDLING MAPLES, A FEW MONTHS OLD.
Growing in nursery rows, at the Brandon Experimental Farm, to be used for distribution purposes in Spring of 1903.

Plantation set out on Farm of G. & B. Spring Rice, Pense, Assa.,
Under co-operative system in Spring of 1901. Photo taken August, 1902. The trees are Dakota Cottonwood and Manitoba Maple.

Avenue of Cottonwoods, Eight Years Old, on Experimental Farm at Indian Head, Assa.

DEPARTMENT OF THE INTERIOR

IRRIGATION

IN THE

NORTH-WEST TERRITORIES OF CANADA

1902

Published by authority of
THE HON. CLIFFORD SIFTON
Minister of the Interior

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1903

[No. 25a—1903.]

DEPARTMENT OF PUBLIC WORKS,
REGINA, ASSA., N.W.T., November 19, 1902.

The Hon. CLIFFORD SIFTON, M.P.,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following general report on irrigation and irrigation development in the North-west Territories up to date.

I have the honour to be, sir,
Your obedient servant,

ARTHUR L. SIFTON,
Commissioner of Public Works.

Department of Public Works,
Regina, Assa., N.W.T., November 19, 1902.

A. L. Sifton, Esq., M.L.A.,
Commissioner of Public Works,
Regina, Assa.

Sir,—I have the honour to submit herewith a general report regarding irrigation and irrigation development in the North-west Territories to date.

The subject of irrigation has now become so intimately associated with the present and future development of a large portion of the southern and south-western portions of the Territories, and information regarding the matter is being so widely asked for, that it has been thought well in preparing this report to endeavour to make it a handbook of information regarding the subject rather than to frame the report on the general lines followed in the majority of government reports dealing with special subjects.

With that end in view an effort has been made to eliminate purely technical matter, and to deal with the subject of irrigation in such a manner as to be of value to the rapidly increasing large number of immigrants who are interested in this important question.

The section of the report dealing with irrigation surveys is based upon detailed reports submitted from time to time by the staff of the irrigation surveys condensed into a connected form.

The information regarding climatology in the semi-arid region, canal and ditch construction, use of water for irrigation, results from irrigation, and the other general data dealt with has been compiled from reports of the Meteorological Service, from water right registers, ditch and canal inspections, returns from irrigators, and general inspections in the irrigable area made from time to time by myself and members of the staff of the Irrigation Branch of this department.

Your obedient servant.

J. S. DENNIS,
Deputy Commissioner of Public Works.

INTRODUCTION.

Irrigation is a subject which is entirely new to the residents of the older provinces of the Dominion, and to the majority of the large number of immigrants who are now flocking to the Territories.

The subject is also one that is but poorly understood or its importance appreciated even by the older settlers of the Territories, and interest in the matter is largely confined to those who have experimented with the growth of crops by the artificial application of water through irrigation, or who, after having had an object lesson as to the results obtained in that way, have purchased land under existing irrigation canals or ditches, or contemplate the construction of ditches of their own.

This condition of affairs is easily understood if it is remembered that extensive settlement in the semi-arid portion of the Territories is of comparatively recent date, and that the process of education as to the soil, climate and possibilities of the country has necessarily been slow.

The settlement which followed the construction of the Canadian Pacific Railway through the Territories in 1882 and 1883 was divided into two classes, that in the eastern portion of Assiniboia was mainly composed of farmers who intended to engage in the growth of wheat and other cereals, while the residents of the more westerly settlements in western Assiniboia and southern Alberta intended to devote their energies to stock-raising.

For some years stock-raising was the chief occupation of the settlers in the last mentioned districts, but by degrees small areas were brought under cultivation, and the growth of grain and fodder crops attempted. For two years after the settlers first located in that part of the Territories sufficient rainfall was experienced for the growth of crops, and the necessity for anything in the way of irrigation was not realized. Succeeding years, however, proved to be seasons of increasing drought, with total failures of crops, and finally they arrived at a stage when the statement 'that nothing could be grown' came to be generally accepted, and many of the settlers gave up their farms and moved away to the northern or eastern portions of the Territories, where the rainfall was found to be more certain. Some settlers, however, who had come from south of the international boundary where irrigation was common, or from mining regions of the mountains to the west and south, commenced experimenting by constructing small ditches for the irrigation of lands in the valleys of the smaller streams, and the results obtained caused the first interest in the subject of irrigation, and indicated that by that means bountiful crops could be produced.

From that small beginning irrigation in the Territories has grown until we now have 169 canals and ditches in operation comprising a total length of about 469 miles. These canals and ditches are capable of irrigating 614,684 acres of land, and the increased value of this land owing to the possibility of irrigation amounts to at least $1,850,000.

In the earlier years following the introduction of irrigation many doubts were expressed regarding the value or permanency of the results to be obtained from attempting to raise crops by that means, and even now those who have not had the object lessons provided by actual results, or have not studied the matter intelligently, are skeptical regarding the subject.

Irrigation has now, however, passed beyond the experimental stage, and the interests involved and possibilities attendant upon the extension of irrigation ditches and canals are so great that it seems desirable that a full and comprehensive hand-book regarding this important matter should be issued.

The following report has, therefore, been prepared to deal with the subject as far as possible in hand-book form, and every effort has been made to eliminate purely technical matter or discussions regarding irrigation engineering problems. It will, of course, be understood that in attempting to deal even in the most popular form with a subject like irrigation, a certain amount of scientific information must be given, but it will be found that the information of that kind included in the following pages forms part of the matter absolutely necessary to a correct appreciation or understanding of this important matter or its great possibilities in the present and future development of that portion of the Territories which we designate as semi-arid, and within which irrigation is now recognized as being necessary to ensure the production of crops during the majority of years.

To provide for continuity in dealing with the question, and to permit of ready reference, this report has been divided under distinct heads, the subject matter under these heads being arranged as far as possible so as to present the subject in the proper order of importance and facility for reference.

AREA, BOUNDARIES AND DESCRIPTION

OF

SEMI-ARID PORTION OF NORTH-WEST TERRITORIES

The portion of the Territories comprised within the semi-arid region includes an area of some 99,108 square miles, or 64,621,169 acres, situated in the southern and south-western part of the Territories, and its location is illustrated on the accompanying map.

The area is bounded as follows:—

Commencing at the intersection of third meridian with the international boundary; thence north, following the third meridian to the north boundary of Township 34; thence west, following the north boundary of Township 34 to the line between Ranges 8 and 9 west of the third meridian; thence north, following the line between Ranges 8 and 9 to the north boundary of Township 48; thence west, following the north boundary of Township 48, to the line between Ranges 10 and 11 west of the fourth meridian; thence south, following the line between Ranges 10 and 11 west of the fourth meridian to the north boundary of Township 34; thence west, following the north boundary of Township 34 to the western boundary of the province of British Columbia; thence south and south-easterly, following the said western boundary to its intersection with the international boundary line; thence east to the point of beginning.

The area embraced within the semi-arid region as above described contains what is generally spoken of as the ranching or grazing area of the west, and may be described in general terms as a vast open or prairie country, broken in its southern parts by the Wood Mountain and Cypress Hills, and including the foothills country adjoining the Rocky Mountains on the west. The district has a rapid rise to the west from an elevation of about 1,600 feet above sea level at its eastern limit to some 3,500 in the foothills region.

The district is intersected by several main drainage channels, including the South Saskatchewan, Bow, Belly, St. Mary, Oldman, Highwood and Red Deer rivers, and numerous smaller streams, but in many parts the surface water supply is scanty and of poor quality.

In portions of the Wood Mountain and Cypress Hills, and in the foothills region, timbered areas of greater or less extent are found, but these areas comprise but a small proportion of the area of the whole region. Grass of a more or less luxuriant growth is produced all through this vast area, and it may be said to be the largest unoccupied area producing grass and suitable for grazing of cattle, sheep or horses at large in Northern America.

The soil of the semi-arid region is, as a whole, of a most fertile character. In places sandy tracts of limited extent, and districts broken by sand hills and gravelly ridges are met with, but in general the soil consists of a rich alluvial loam, varying in depth, and overlying a sub-soil of clay and gravel.

In the Wood Mountain and Cypress Hills and foothills districts the country is more or less broken by ravines, and is what may be termed rough, but this roughness is

of marked value in providing the shelter required by stock during the winter months.

In the valleys of all the streams intersecting the region the bottom lands are of the richest character, consisting of black loam of great depth, and it is along these valleys that the larger number of the homes of the ranchers or settlers in the region are to be found.

In its general characteristics of soil and climate, in so far as temperature is concerned, the semi-arid region is well adapted for settlement, but it is lacking in the important feature of sufficient rainfall to assure the growth of crops each year. It is now known that during certain years there is sufficient rainfall to mature crops, and that in such seasons bountiful crops in certain districts have been harvested, but it is generally recognized that during the majority of years there is not the requisite amount of moisture to make agriculture successful, and that to ensure a crop water must be applied through irrigation.

In this sense the region is semi-arid, but its aridity constitutes one of the main features of attractiveness to the rancher or settler desiring to engage in dairy farming or pastoral pursuits.

The semi-arid region, as has already been stated, produces every year a bountiful crop of grass, the moisture from the melting snows and spring rains being sufficient to bring the growth of grass to a healthy condition before the hot and dry summer months. The effect of the lack of rainfall during these months which has led to the term 'semi-arid,' as applied to the region, is to rapidly cure the grass grown in the earlier part of the year in such a manner that its nutritive qualities are retained, and as a consequence stock thrive on this sun-dried grass in such a manner that beef fit for market is provided during fall and winter months direct from the range. This fact and the almost total absence of flies make the region an ideal district for the rancher and dairy farmer, but, as has already been intimated, the time has now come when these settlers, and the large number of new-comers who are making their homes in the semi-arid region, desire to be fully informed as to the possibilities of correcting nature's shortcoming in the way of rainfall by applying water artificially through irrigation to produce the fodder and other crops needed to make this large section of the Territories keep pace with the rapid development taking place in the more humid portions.

In discussing the question of irrigation, certain main features of temperature, rainfall, surface water supply, evaporation, and topography must first be considered, and these questions are dealt with under separate heads in the order given.

TEMPERATURE.

In the matter of temperature the area comprised in the semi-arid portion of the Territories is probably more favoured than the other parts of the Territories. Speaking generally, the summers are hot and the winters cold, but during the first mentioned season the nights are cool, and during the winter all parts of the region are subject, to a greater or less degree, to chinook winds, which blow from the west, and which for periods of ten of weeks' duration raise the temperature to almost summer-like conditions.

It is realized that in discussing the question of temperature tables showing thermometric means and extremes do not always convey to the average reader the most correct impression of existing conditions, but to permit of a condensed reference to the matter it is first necessary to quote certain temperature tables as a basis for such discussion. The following tables show the temperature observations since the establishment of meteorological stations in the Territories at widely separated points in the semi-arid region.

MAXIMUM, Minimum and Mean Temperatures at Chaplin, Assa.—Elevation above Sea Level, 2,202 feet.

YEAR.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°		°	°	°		°			°	°	°	°	°	°	°	°	°			
1883																					
1884	40·0	—43·0	2·3	41·0	—41·0	6·2	45·0	—23·0	14·3	70·0	15·0	37·6	85·0	32·0	56·0	100·0	45·0	66·7	85·0	43·0	65·5
1885	35·0	—47·0	5·5	45·0	33·0	2·7	49·0	0·0	27·5							97·0	43·0		93·0	48·0	71·2
1886							70·0	—20·0	29·6	75·0	10·0	42·6	96·0	28·0	54·3	95·6	40·0	62·3	110·0	37·0	63·0
1887	25·0	—42·0	15·2	40·0	—43·0	12·9	46·0	—22·0	19·4	80·0	10·0	41·6	90·0	30·0	58·0	90·0	45·0	63·6	94·0	52·0	70·0
1888	45·0	—40·0	10·0	40·0	40·0	7·2	42·0	—29·0	8·7	65·0	0·0	33·4	75·0	35·0	51·1	90·0	40·0	60·2	97·0	56·0	68·0
1889	40·0	—22·0	7·2	50·0	30·0	11·4	70·0	2·0	28·9	70·0	25·0	43·4	75·0	32·0	54·7	98·0	47·0	66·6	99·0	52·0	66·0
1890	40·0	30·0	5·4	47·0	—34·0	6·3	50·0	—10·0	17·5	78·0	12·0	41·2	78·0	37·0	51·1	95·0	40·0	66·4	102·0	50·0	70·4
1891	54·0	5·0	22·7	15·0	30·0	11·1	45·0	—32·0	10·8	81·0	18·0	49·5	90·0	27·0	57·7	80·0	40·0	59·2	86·0	50·0	66·3
1892	37·0	—38·0	0·7	34·0	—20·0	6·8	57·0	—5·0	20·7	62·0	25·0	38·7	65·0	30·0	42·2	84·0	40·0	63·8			
1893	40·0	—49·0	3·6	34·0	—45·0	5·3	50·0	—24·0	10·3	60·0	10·0	35·3	82·0	27·0	55·3	90·0	38·6	65·3	100·0	40·0	70·2
1894	38·0	—42·0	4·9	45·0	—37·0	3·4	44·0	—5·0	21·9	74·0	10·0	41·8	90·0	32·0	54·6	94·0	35·6	63·6	98·0	42·0	72·8
1895	37·0	—37·0	9·0	44·0	—34·0	0·3	62·0	—15·0	22·2	78·0	32·0	53·9	79·0	27·0	49·8	90·0	32·0	54·4	102·0	34·0	62·6
1896	43·0	35·0	1·1	43·0	—30·0	13·1	50·0	—10·0	19·6	70·0	18·0	40·0	77·0	35·0	52·1	95·0	37·0	60·8	93·0	35·0	66·9
1897	30·0	—37·0	2·0	25·0	—27·0	4·5	43·0	—43·0	6·9	83·0	18·0	41·3	92·0	27·0	57·2	94·0	37·0	66·0	98·0	42·0	66·0
1898	32·0	—25·0	8·1	45·0	—20·0	8·3	37·0	30·0	12·9	67·0	7·0	37·4	78·0	36·0	56·8	95·0	45·0	68·3	103·0	40·0	66·2
1899	43·0	—32·0	1·8	45·0	42·0	5·8	22·0	—24·0	0·6	67·0	—10·0	35·6	75·0	27·0	49·0	84·0	35·0	57·5	102·0	37·0	67·2
1900	47·0	—22·0	14·2	40·0	—33·0	5·8	52·0	18·0	20·0	77·0	25·0	54·6	92·0	28·0	61·2	109·0	30·0	62·3	92·0	40·0	65·7
1901	37·0	—32·0	0·1	42·0	25·0	4·8	47·0	—12·0	24·0	78·0	18·0	43·9	92·0	30·0	61·7	80·0	35·0	53·0	93·0	37·0	67·8

MAXIMUM, Minimum and Mean Temperatures at Chaplin, Assa.—Elevation above Sea Level, 2,202 feet—*Continued.*

YEAR.	AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			ANNUAL.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°
1883..	...	...	...	...	...	...	65·0	22·5	37·6	50·0	30·0	15·1	45·0	30·0	7·4	...	...	...
1884..	95·0	49·0	65·7	74·0	29·0	48·0	75·0	18·0	39·4	55·0	12·0	26·2	50·0	40·0	4·6	100·0	43·0	34·24
1885..	...	...	...	...	...	...	...	...	...	65·0	18·0	36·6	50·0	41·0	20·2	...	...	47·0
1886..	95·0	35·0	55·4	90·0	30·0	45·7	78·0	20·0	42·4	50·0	12·0	18·3	40·0	32·0	0·5	110·0	...	...
1887..	92·0	40·0	61·8	82·0	36·0	51·9	76·0	5·0	38·2	60·0	20·0	23·9	45·0	30·0	7·1	94·0	43·0	34·97
1888..	98·0	45·0	65·1	85·0	44·0	58·9	70·0	21·0	42·3	43·0	4·0	21·1	45·0	7·0	20·7	98·0	40·0	35·81
1889..	90·0	52·0	69·2	92·0	34·0	53·2	80·0	20·0	45·4	62·0	15·0	25·3	37·0	17·0	7·6	99·0	30·0	39·91
1890..	97·0	50·0	62·6	89·0	30·0	49·3	62·0	32·0	42·3	62·0	7·0	39·7	60·0	5·0	28·8	102·0	34·0	38·13
1891..	85·0	47·0	65·0	84·0	38·0	55·8	64·0	10·0	38·7	65·0	10·0	20·2	15·0	27·0	17·8	90·0	32·0	37·72
1892..	...	...	...	...	...	...	82·0	30·0	48·9	54·0	10·0	21·0	35·0	22·0	0·0	...	38·0	...
1893..	109·0	29·0	64·8	95·0	28·0	54·4	72·0	15·0	39·0	48·0	38·0	16·5	37·0	38·0	1·1	109·0	19·0	31·21
1894..	107·0	37·0	68·2	82·0	27·0	52·2	65·0	25·0	42·3	60·0	23·0	22·5	40·0	12·0	14·7	107·0	37·0	37·19
1895..	93·0	28·0	59·2	87·0	24·0	47·2	72·0	0·0	39·0	60·0	15·0	20·6	50·0	15·0	10·9	102·0	37·0	34·30
1896..	87·0	37·0	57·5	83·0	27·0	49·3	78·0	15·0	39·2	44·0	40·0	1·1	14·0	20·0	19·0	95·0	40·0	34·60
1897..	100·0	35·0	64·3	83·0	27·0	54·9	78·0	12·0	42·7	68·0	33·0	14·0	43·0	37·0	6·2	100·0	43·0	35·00
1898..	93·0	37·0	61·7	82·0	27·0	52·3	70·0	22·0	37·2	50·0	30·0	19·9	43·0	23·0	11·9	103·0	30·0	36·80
1899..	82·0	35·0	56·6	78·0	27·0	49·5	72·0	18·0	37·0	64·0	17·0	36·2	50·0	12·0	13·5	102·0	12·0	33·13
1900..	87·0	38·0	60·1	75·0	24·0	46·4	60·0	25·0	40·1	55·0	−20·0	20·6	40·0	17·0	16·8	109·0	33·0	38·02
1901..	92·0	37·0	65·3	80·0	25·0	45·8	72·0	18·0	45·2	52·0	5·0	25·6	42·0	33·0	14·4	93·0	33·0	37·62

MAXIMUM, Minimum and Mean Temperatures at Swift Current, Assa.—Elevation above Sea Level, 2,439 feet.

YEAR.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°		°	°	°	°	°	°	°	°	°	°	°	°	°
1886	36·4	—39·0	— 7·4	69·0	—25·4	18·9	63·0	— 8·6	21·8	75·2	11·2	42·7	86·2	24·0	53·1	94·4	29·2	63·8	106·6	43·4	72·7
1887	37·0	—36·0	— 3·8	50·0	—42·4	— 7·7	56·0	—19 0	23·3	75 0	9 6	39·1	85·4	26·0	51·8	82·6	26·4	58·5	90·0	34·8	64·3
1888	46·4	—40·2	— 6·1	47·0	—24·0	13·0	55·6	—25·6	11·8	70·4	4·4	35·7	73·0	23·4	48 0	88·0	32·0	57·9	94 0	38·0	64·6
1889	38·2	—25·2	9·0	49·2	—30·4	13·2	68·2	—10·0	32·0	78·2	23·6	45·6	85·0	22 2	49·6	96·0	31 0	60·7	86·6	34·6	62·5
1890	37·4	—40·2	— 6·9	42·0	40 0	— 4·1	46·6	10 0	19 0	76·4	7·0	38·3	78·2	17·2	49·1	94·4	35·4	62 6	100·6	34 4	68·1
1891	46·0	25·0	19·2	31·4	—30·0	— 3·1	49·2	—27·4	17·2	79·2	9·2	45·2	92·4	10·4	50·6	80·0	34·6	56·4	86·6	42·6	62 6
1892	45·4	—34·6	6·6	39·4	—24·4	8·7	53 4	— 8 0	23 5	65·6	11·6	35·0	77·4	20·4	45 1	86·0	37·4	58 3	96 4	36·0	65 6
1893	36·2	—46·2	7 3	34·4	—49 8	— 1·6	43·2	—14 0	12·5	56·0	12·8	30·8	78·8	28·0	52·2	87·0	38·6	59·6	96·6	39·0	65·9
1894	44 0	—32·6	2·8	40·4	—27·6	8·4	51 0	—10 0	20·0	78 0	18·0	42·2	89·0	26 0	53·6	91·6	39·4	63·8	101·6	41·0	70·3
1895	38·2	—30·2	— 3·5	48·0	—34·0	7·0	57·0	16·0	23·5	77·4	21·0	47·8	84·6	28·0	51·7	93·6	30 0	57·0	98·0	45·0	65 0
1896	50 0	—32·0	6·3	50·0	—22·0	21·6	52 0	— 6 0	20·5	68·0	15·6	39·1	77·8	32 0	50·1	94·6	40·0	63·7	97·0	40 0	69 3
1897	40·0	40·0	9·6	34 0	—20·0	10·5	40 6	—34·0	8·7	78·6	20·0	43·3	90·0	36 0	58·5	95·0	33·4	61·2	97·5	37·5	65·5
1898	23·0	12·8	17·2	41·3	20·0	12·3	41·5	—20·0	13·4	73·0	2·0	36·4	79·5	26·0	52·0	95·0	34 0	59·8	98·5	40·8	66·3
1899	41·0	—33·5	7·1	41·5	—41 5	— 2 5	41·0	—22·5	4·9	67·0	— 5·5	36·2	72·0	22·3	47·5	83·0	33·0	57·9	98·0	44·0	65·9
1900	59·0	—16·5	21·7	40 0	—35 0	4·2	66·0	—16·0	23·1	74·5	23·5	46·7	90 0	28·0	57 5	101 0	32 0	65·8	95 0	40·0	66·6
1901	42·0	—29·0	9 3	44 0	18·0	9·4	50·0	12·0	28·2	83 0	17·0	43 5	91·0	23 0	59·7	76·0	33·0	55·2	92·0	43·0	67 .

MAXIMUM, Minimum and Mean Temperatures at Swift Current, Assa.—Elevation above Sea Level, 2,439 feet—*Continued.*

YEAR.	AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			ANNUAL		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°																	
1886	91·6	34·2	64·7	86·0	19·0	49·3	82·0	13·0	41·6	66·0	12·0	22·7	40·4	−33·0	7·6	106·6	39·0	37·62
1887	85·4	36·4	59·3	81·4	25·4	53·4	76·4	4·0	36·0	67·4	27·0	23·4	42·4	−30·6	7·0	90·0	−42·4	31·73
1888	95·0	35·4	61·6	86·0	28·0	55·5	77·6	12·0	39·7	48·8	0·4	23·0	58·0	7·0	19·7	95·0	40·2	35·37
1889	95·7	32·8	65·7	88·6	21·5	56·9	88·7	11·9	42·7	62·0	8·0	25·3	48·6	−17·0	11·0	96·0	30·4	39·02
1890	92·8	35·4	61·0	86·0	16·4	49·3	71·9	22·0	39·1	64·0	3·4	32·5	55·4	3·4	24·2	100·6	−40·2	36·62
1891	92·0	34·6	62·2	89·4	30·0	54·1	72·4	9·0	38·8	55·6	14·0	20·3	43·4	18·6	17·6	92·4	30·0	36·76
1892	96·0	40·0	63·3	85·0	30·0	54·0	82·4	16·6	42·4	62·8	−10·0	19·6	32·0	−32·8	7·7	96·4	−34·6	35·90
1893	101·0	35·4	64·6	96·0	18·0	49·9	67·0	13·2	33·9	60·0	−31·0	16·6	41·2	−36·4	13·6	101·0	−49·8	33·78
1894	97·0	42·0	68·3	86·0	26·0	50·6	74·0	20·0	38·0	63·4	−13·0	22·5	42·0	−7·0	15·8	101·6	32·6	38·63
1895	91·6	36·0	62·1	88·0	24·0	48·7	78·8	10·0	42·1	56·0	−12·0	24·4	54·0	−20·0	15·8	98·0	−34·0	36·80
1896	88·0	32·0	61·6	82·0	28·0	50·2	81·6	20·0	42·7	44·0	30·0	4·0	48·0	20·0	23·8	97·0	32·0	37·70
1897	96·0	35·0	67·2	85·0	28·0	58·1	76·4	14·5	43·7	66·0	32·0	15·2	40·0	30·0	14·8	97·5	−40·0	38·00
1898	93·2	41·3	65·9	84·0	28·0	54·4	68·0	16·0	37·3	48·0	18·0	22·0	43·0	−19·0	17·7	98·5	20·0	37·90
1899	80·6	36·5	59·4	81·0	27·5	55·0	82·0	12·3	38·2	60·0	20·0	39·8	47·3	15·0	16·8	98·0	41·5	35·52
1900	95·0	39·0	62·9	80·0	23·0	51·4	70·0	13·0	43·6	59·0	−22·5	19·8	45·0	−21·0	24·2	104·0	35·0	40·79
1901	91·0	38·0	65·7	83·0	24·0	46·8	72·0	17·0	48·3	60·0	4·0	29·2	44·0	−27·0	19·5	92·0	29·0	40·19

MAXIMUM, Minimum and Mean Temperatures at Medicine Hat, Assa.—Elevation above Sea Level, 2,161 feet.

YEAR.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°
1883																					
1884	44·3	−31·5	11·1	45·5	−38·1	9·4	50·0	−21·9	18·5	62·0	19·7	39·9	84·9	32·0	57·4	97·1	44·1	65·2	86·3	40·7	63·6
1885	41·2	−41·0	3·4	46·7	−33·8	10·3	65·0	9·1	34·7	79·0	12·0	44·2	87·1	16·7	55·7	97·7	40·0	63·6	93·7	39·7	65·9
1886	41·2	50·5	− 4·7	60·8	−15·5	27·5	67·3	13·6	29·1	75·6	16·5	48·1	92·2	21·2	58·0	95·4	32·6	68·6	108·2	47·6	68·3
1887	41·8	−36·9	− 0·1	42·6	−50·7	− 7·9	58·0	18·6	30·4	78·6	18·7	44·4	93·7	29·7	56·7	85·5	35·0	60·2	89·9	36·3	66·6
1888	50·0	−39·9	− 2·1	42·2	−22·7	20·3	58·0	−24·7	17·8	76·0	9·8	42·3	82·4	30·3	52·8	86·9	32·7	60·7	100·4	44·7	66·9
1889	48·4	−23·6	10·5	55·8	−34·1	16·2	70·9	0·0	36·2	80·0	25·4	50·9	85·5	30·7	55·0	96·5	38·7	65·9	87·9	42·0	66·1
1890	42·0	−40·5	− 7·8	42·8	−40·5	0·3	51·0	− 7·0	25·4	77·7	9·8	42·6	83·9	20·7	55·0	98·0	37·7	64·3	102·1	40·7	71·0
1891	53·7	−13·8	24·6	35·6	32·0	0·0	54·5	−35·0	22·9	82·8	17·4	50·4	90·2	18·7	54·9	88·0	38·4	61·1	90·6	42·6	68·5
1892	50·8	−35·1	14·0	48·7	−14·6	15·0	61·9	1·1	31·8	70·8	14·7	39·1	84·4	16·9	48·4	93·5	35·8	62·2	96·1	39·1	67·8
1893	50·3	−48·0	12·5	37·8	−46·2	1·6	50·3	−22·0	17·1	62·7	18·4	36·5	86·0	30·0	55·7	86·0	38·5	59·8	97·9	40·6	68·4
1894	48·2	−29·6	7·8	50·0	30·5	14·2	61·6	−12·3	26·1	79·0	17·0	46·2	92·0	27·0	56·8	94·5	40·4	59·8	99·6	41·9	72·0
1895	45·7	−32·5	0·7	56·1	−36·5	10·8	69·0	−12·5	29·8	78·7	17·0	49·4	85·7	26·2	54·8	94·3	37·1	59·8	91·2	42·1	66·0
1896	52·6	−35·0	9·2	59·5	−19·6	25·3	60·4	−25·0	23·9	74·4	8·0	40·6	79·5	31·8	51·2	98·3	38·5	65·0	100·7	36·0	71·2
1897	49·7	−50·0	11·5	39·1	−22·5	11·4	51·8	−38·0	11·3	81·7	20·0	47·4	90·7	33·0	62·0	85·7	35·5	61·5	92·8	45·1	65·8
1898	39·9	−16·0	19·6	48·3	−25·0	16·6	43·8	−20·0	17·6	77·8	0·0	41·9	80·8	28·0	54·8	94·8	31·4	61·9	101·8	44·1	69·3
1899	46·3	−26·0	13·0	49·8	−45·0	2·2	43·3	−27·0	8·8	74·1	−16·0	38·3	78·2	12·8	49·6	90·6	39·0	60·6	97·8	47·6	68·1
1900	62·0	−18·0	24·6	45·0	−34·9	9·0	63·8	−16·1	28·7	80·5	26·8	50·5	86·0	33·0	58·3	106·6	37·0	67·0	101·8	44·1	69·0
1901	44·8	−32·0	15·4	53·0	−17·0	14·9	59·5	− 6·5	34·5	80·4	15·5	45·1	88·6	27·7	58·7	78·6	31·5	55·0	91·8	41·2	67·0

MAXIMUM, Minimum and Mean Temperatures at Medicine Hat, Assa.—Elevation above Sea Level, 2,161 feet—*Con.*

YEAR.	AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			ANNUAL.		
	Max.	Min.	Mean.	Max.	Max.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°			°	°	°	°					°	°	°			°	
1883	89·9	33·7	64·4	84·1	22·3	55·4	66·6	20·6	37 0	57·0	—30·1	20 6	50·0	—21·5	18·5			
1884	93·1	38·4	61 8	75·5	23·0	48·4	79·9	10·2	43·2	66·0	12·5	32·4	61 0	—50 0	0·6	97·1	—50 0	37 77
1885	95·2	39·2	65·3	93·2	24·3	57·2	81·2	12·7	45 2	61·7	11·1	38·1	68 0	—18·8	28·4	97·7	—41·0	42 67
1886	95·2	35·0	70 2	85 2	28·5	54·8	82·8	18·6	45·7	63·2	—23 6	27·5	48·5	36·5	14·2	108 2	50·5	42·27
1887	91·3	36·7	62·8	83 0	29·1	57·5	78·0	—10·0	42 0	68 0	—35·3	28·3	47 2	23·3	12·4	93 7	50 7	37 78
1888	97·0	42 0	64 0	92·8	29·0	58·2	84·9	13 3	41·7	55·1	— 1 1	23·5	56·1	7·8	19·6	100 4	— 39·9	38·64
1889	94 9	34·5	65·8	89·5	31·7	53·4	92·7	20 7	46·0	69·5	— 1·6	29·4	47·7	28·6	13·6	96·5	31·1	42·42
1890	91·5	41·2	65·0	88·8	25·0	52 6	71·7	22·0	42·5	68·0	— 0·9	36·5	62 0	1·2	28·6	102·1	—40 5	39 67
1891	92 8	38·2	66·1	94·0	28 7	56·3	73·5	9 5	43·7	60·8	11·8	25·1	55 6	-23·3	22·5	94·0	—35·0	41·34
1892	97·0	40·3	64 3	89·2	28·1	55·4	84·0	17 0	43·7	67·7	15·4	23·8	41 2	2·3·0	10·8	97·0	35·1	39 69
1893	104·0	36·7	66·6	90·6	23·0	51 4	68·8	6 0	38·4	60·4	34·6	19·6	16 7	33·0	18 2	104·0	48·0	37·15
1894	98 2	46·1	70·6	89·2	26·8	52·8	75·1	20·0	41·6	72·7	5·0	28 6	50·2	—10·9	21·3	99·6	—30·5	41·48
1895	92·5	34·5	63·7	86·7	24 0	51·4	78·7	8 0	46·1	63 6	13·0	28·2	59 6	22·0	20·2	94·3	36·5	40 00
1896	90·2	38·0	65 2	89·2	25 0	53 1	84·5	16·5	45·2	53 6	—36·0	2·0	52·6	—23·0	26·5	100·7	—36·0	39 90
1897	99·5	33·8	69 9	90 0	28·0	58·8	78·8	0 0	45·4	67 2	26·0	15·5	46·8	31·0	18 0	99·5	—50 0	39·90
1898	95·8	44·2	69 4	86·8	30·0	56·6	67·8	14·0	40·5	62·8	—11·0	23·2	59·8	23·0	20·5	101·8	—25·0	40·90
1899	82·6	37 0	61·3	86·6	32 0	59 1	84 8	11·0	42·2	67·8	22 0	42·7	50·8	—25·0	22·0	97·8	—45 0	38·99
1900	97·0	32 0	63·4	81·3	17·5	53 4	75·8	18·5	41·9	67·8	31·5	23·6	53 8	9·0	31·3	106·6	—34 9	43 64
1901	94·3	41 0	67·9	87·8	26·5	49·6	76·8	23·1	50·8	60·8	7·0	32·8	54·8	—43·0	27·3	93·4	—32 0	43 25

MAXIMUM, Minimum and Mean Temperatures at Calgary, Alta.—Elevation above Sea Level, 3,406 feet.

YEAR.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°
1885	51·9	—34·7	7·8	56·9	—23·6	16·0	70·0	9·6	36·7	72·0	4·5	39·5	74·0	15·6	49·1	85·0	32·6	56·6	85·0	31·7	56·6
1886	48·0	—39·7	2·1	57·0	— 8·5	26·4	64·0	13·6	27·0	70·0	16·6	41·7	84·0	18·6	49·2	84·0	33·0	58·3	94·0	40·0	64·9
1887	39·0	—31·7	4·0	56·0	—42·7	— 1·1	75·0	—22·7	24·8	68·0	—15·6	38·6	90·0	23·1	49·6	84·5	28·0	53·5	84·5	32·7	60·3
1888	50·0	—30·7	— 1·8	52·0	—28·7	20·8	58·0	28·7	15·0	72·0	1·5	35·1	75·0	26·6	47·5	77·0	27·6	54·0	92·0	38·0	59·2
1889	49·0	—20·1	16·7	54·0	—26·0	18·6	68·0	— 6·0	35·0	73·0	15·0	44·6	78·0	25·0	49·3	89·0	30·0	57·6	84·0	35·0	59·3
1890	50·0	—35·0	— 4·8	48·0	—39·0	1·1	45·0	— 7·0	21·9	77·0	— 2·0	35·6	81·0	23·0	48·0	88·0	38·0	57·3	93·0	39·0	60·3
1891	56·9	20·0	26·5	39·8	—26·7	0·2	58·1	—25·3	23·6	74·1	11·6	43·3	88·1	18·9	49·4	83·9	26·0	54·9	87·9	35·2	61·5
1892	58·0	—18·4	14·5	51·9	—20·6	16·3	64·0	— 1·5	29·7	68·5	9·6	34·1	83·9	22·6	43·9	92·0	30·7	55·8	90·7	34·0	59·9
1893	50·8	—48·4	—14·7	45·1	—49·4	4·0	54·3	9·0	19·1	63·5	—10·0	32·7	79·6	29·0	49·4	77·9	35·0	52·2	90·0	39·0	59·2
1894	48·0	—31·8	8·6	49·6	—28·6	14·6	54·0	9·4	24·0	71·0	16·0	40·1	82·0	20·0	49·2	82·0	32·0	56·0	92·0	36·0	62·7
1895	51·0	—30·0	3·9	49·3	—38·0	13·4	58·0	—10·0	27·1	74·0	20·0	43·5	75·2	25·0	49·6	89·0	29·0	54·3	84·6	40·0	59·4
1896	51·0	—34·2	3·7	59·0	—21·2	24·3	55·3	—34·2	19·3	68·3	13·5	36·3	72·3	22·0	45·8	94·0	33·5	58·5	95·0	34·0	64·6
1897	45·5	—37·2	12·6	40·3	9·7	15·9	46·8	—28·4	11·4	75·8	18·5	43·7	88·0	28·5	57·9	78·8	29·8	57·0	86·3	39·0	59·2
1898	44·3	— 8·0	20·9	44·8	—20·0	14·5	42·3	—18·0	17·8	76·0	4·0	38·2	76·0	22·0	49·1	84·3	35·0	56·4	94·3	38·0	62·6
1899	49·0	—25·0	13·2	55·0	40·0	2·4	49·0	—20·0	8·8	70·0	—14·0	33·8	71·0	12·0	44·4	77·0	34·0	53·2	89·0	35·0	60·3
1900	50·0	—15·0	22·1	50·0	—27·0	11·4	60·0	—22·0	28·2	76·0	21·0	44·1	79·0	28·0	51·8	92·0	30·0	57·6	85·0	36·0	58·2
1901	45·0	—35·0	16·6	57·0	—18·0	15·6	55·0	—10·0	30·4	72·0	13·0	38·7	85·0	20·0	52·5	77·0	32·0	50·4	80·0	37·0	58·9

MAXIMUM, Minimum and Mean Temperatures at Calgary, Alta.—Elevation above Sea Level, 3,406 feet—*Continued.*

YEAR.	AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			ANNUAL.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°
1885	87·0	34·7	56·9	84·0	23·7	48·9	73·0	12·6	40·3	65·0	1·5	32·7	49·0	—11·0	3·5	87·0	—34·7	37·05
1886	85·0	28·1	59·4	80·0	27·6	49·4	81·0	8·0	40·8	64·0	—30·0	27·1	51·0	—31·7	14·4	94·0	—39·7	38·04
1887	80·3	32·2	56·8	82·5	23·6	50·3	77·0	7·5	39·9	65·0	—24·7	25·6	48·0	—20·5	9·0	92·0	—42·7	33·86
1888	90·0	38·0	58·8	89·0	27·6	53·8	79·0	6·5	37·2	58·0	—12·6	20·9	53·0	— 0·5	21·3	92·0	—30·7	35·15
1889	89·0	32·0	58·8	86·0	23·0	48·7	85·0	14·0	44·3	69·0	0·0	27·7	47·0	—16·0	13·9	89·0	—26·0	39·54
1890	87·0	32·9	58·0	83·7	21·6	49·0	70·0	10·7	38·0	70·0	0·5	37·9	57·9	3·8	25·8	93·0	—39·0	35·68
1891	88·0	36·7	58·2	81·4	24·4	50·8	76·9	5·6	42·1	56·9	—14·6	23·2	45·2	—25·6	18·8	88·1	—26·7	37·71
1892	90·7	35·2	57·8	85·6	15·4	50·4	81·8	7·2	40·0	68·3	—24·8	19·0	49·2	—33·7	12·0	92·0	—33·7	36·12
1893	94·7	34·0	60·5	86·0	27·0	48·3	61·4	1·4	34·8	53·3	—30·8	17·9	48·0	—30·1	17·7	94·7	—19·4	31·76
1894	92·0	39·5	62·3	79·0	25·5	46·2	68·0	17·5	39·1	67·0	—10·5	24·3	49·0	— 5·5	18·9	92·0	—31·8	37·17
1895	83·0	33·0	57·3	79·3	23·0	44·9	76·0	19·0	45·5	65·0	—13·7	27·5	49·2	—11·1	19·6	89·0	—38·0	37·20
1896	85·3	38·0	60·0	85·0	24·0	49·3	73·3	16·5	41·3	47·3	29·2	2·4	48·8	15·5	26·1	95·0	—34·2	36·00
1897	90·3	34·5	62·7	79·6	26·0	52·4	73·3	6·0	42·2	59·0	—25·7	12·3	45·3	—26·0	18·2	90·3	—37·2	37·10
1898	87·0	33·0	63·0	81·0	24·0	51·8	61·0	14·0	35·9	48·0	23·8	21·7	56·0	31·0	21·4	94·3	—31·0	37·80
1899	78·0	30·0	53·7	77·0	32·0	53·6	77·0	4·0	36·7	58·0	14·0	37·1	56·0	—24·0	19·2	89·0	—40·0	34·70
1900	90·0	30·0	55·1	77·0	17·0	47·8	71·0	11·0	38·1	64·0	—30·0	20·6	50·0	— 3·0	27·8	92·0	—30·0	38·57
1901	85·0	35·0	59·3	75·0	23·0	45·3	74·0	18·0	47·9	60·0	— 5·8	28·4	60·6	— 3·8	26·3	85·0	—35·0	39·19

MAXIMUM, Minimum and Mean Temperatures at Macleod, Alta.—Elevation above Sea Level, 3,060 feet.

YEAR.	JANUARY.			FEBRUARY.			MARCH.			APRIL.			MAY.			JUNE.			JULY.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°
1895																					
1896	26·9	— 1·0	13·0	61·0	—17·0	31·1	60·0	—31·0	24·8	71·0	8·0	39·5	74·0	30·0	48·2	98·0	34·0	62·2	102·0	41·0	69·6
1897	50·0	—41·0	18·6	16·0	—13·0	24·1	56·0	—30·0	18·0	75·0	23·0	46·2	89·0	31·0	60·2	80·0	31·0	59·3	87·0	40·0	62·7
1898	46·0	—13·0	27·2	50·0	—18·0	22·2	49·0	—17·0	19·3	76·0	14·0	43·1	76·0	25·0	51·1	85·0	34·0	58·3	98·0	43·0	66·7
1899	50·0	—31·0	18·6	50·0	—36·0	6·2	47·0	—16·0	14·3	66·0	—10·0	37·4	71·0	15·0	49·5	83·0	38·0	57·1	96·0	41·0	65·2
1900	58·0	—16·0	28·0	46·0	—32·0	15·0	64·0	—17·0	30·6	77·0	22·0	47·1	81·0	32·0	55·4	98·0	33·0	62·4	94·0	43·0	63·5
1901	51·0	30·0	19·4	58·0	—25·0	17·5	61·0	—15·0	33·8	75·0	15·0	41·1	84·0	22·0	55·2	79·0	31·0	52·1	94·0	38·0	63·8

MAXIMUM, Minimum and Mean Temperatures at Macleod, Alta.—Elevation above Sea Level, 3,060 feet—*Continued.*

YEAR.	AUGUST.			SEPTEMBER.			OCTOBER.			NOVEMBER.			DECEMBER.			ANNUAL.		
	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.	Max.	Min.	Mean.
	°	°	°	°	°	°	°	°	°	°	°	°	°	°	°			
1895	90·0	36·0	61·0	84·0	20·0	46·0	85·0	18·0	43·5	79·0	—10·0	30·8	58·0	—23·0	24·6			
1896	89·0	41·0	63·9	89·0	29·0	52·2	77·0	19·0	47·3	54·0	—33·0	4·7	63·0	—22·0	33·0	102·0	—33·0	40·80
1897	96·0	38·0	67·5	84·0	30·0	57·5	82·0	6·0	47·6	65·0	27·0	17·9	46·0	—27·0	21·8	96·0	—41·0	41·80
1898	92·0	44·0	67·2	83·0	32·0	56·9	62·0	14·0	40·7	50·0	—19·0	28·2	56·0	—30·0	25·5	98·0	—30·0	42·20
1899	80·0	37·0	57·5	83·0	31·0	57·5	80·0	2·0	41·4	65·0	16·0	42·6	50·0	—25·0	21·2	96·0	—36·0	39·04
1900	90·0	30·0	59·9	83·0	20·0	51·8	72·0	13·0	43·2	65·0	—29·0	25·7	56·0	2·0	34·2	98·0	—32·0	43·07
1901	94·0	40·0	64·4	83·0	28·0	46·6	77·0	22·0	50·5	60·0	2·0	35·3	53·0	4·0	28·8	94·0	—30·0	42·38

The foregoing tables, it will be noted, give the highest, lowest and mean monthly temperature for each month in the year for many years past, and a study of them will indicate the existing conditions during the summer and winter months, or during the summer months of plant growth.

For more ready reference, however, by those who are looking for general information only, a table is appended showing the average maximum, minimum and mean temperature during the years included in the more extended tables previously given.

Point.	Number of Years Observation.	Average Maximum Temperature.	Average Minimum Temperature.	Average Mean Temperature.
Chaplin	9	102·22	−38·22	35·65
Swift Current	16	97·78	−35·67	36·94
Medicine Hat	18	99·13	−39·70	40·41
Calgary	17	91·08	−35·22	36·62
Macleod	6	97·33	−33·66	41·55

The information contained in the last table, while condensed in form, will probably convey to the ordinary reader a more correct appreciation of existing conditions, if he is able to compare the averages quoted with the same averages for points in other portions of Manitoba and the Territories, and in Ontario and the States lying immediately south of us, which are here quoted.

Point.	Number of Years Observation.	Average Maximum Temperature.	Average Minimum Temperature.	Average Mean Temperature.
Toronto, Ontario	19	91·70	−13·17	43·72
Winnipeg, Manitoba	19	93·33	−42·81	34·00
Regina, Assiniboia	16	92·88	−45·42	32·90
Prince Albert, Saskatchewan	11	90·58	−49·97	40·48
Edmonton, Alberta	17	88·55	−42·12	35·89
Denver, Colorada	20	72·40	−27·80	49·05

Some of the facts which are disclosed by the full temperature tables given above for Chaplin, Swift Current, Medicine Hat, Calgary and Macleod are deserving of special notice, as they tend to prove conclusively the general statement already made, that from the standpoint of temperature the semi-arid region is well adapted to agricultural pursuits, and specially suited to the grazing of cattle, horses or sheep at large.

It will be noted in the first place that the information given in the tables indicates a defined winter period extending from November to March, and that during these months the cold is sometimes intense, the thermometer indicating temperatures of 20° to 40° below zero. It will, however, at the same time be noted that at all the points for

which temperature tables are given, the winter months indicating the lowest temperatures also show temperatures ranging from freezing to as high as 69°, clearly indicating the marked influence of the warm chinook winds, and illustrating the possibility of stock running at large during these winter months.

The information given regarding temperatures during the months April to October should, of course, be taken in conjunction with detailed information regarding the humidity of the air and the duration of sunshine to permit of a proper understanding of the suitability of the district for agriculture, but sufficient data is given to enable the inquiring mind to see that extremes of temperature during all these months are not too great for the growth of cereal and fodder crops, and that under ordinary conditions of rainfall the area would be an attractive one to the agriculturist.

Speaking generally of the climate of the semi-arid region from the standpoint of temperature, it may be said to possess many attractive points. The extremes of temperature, both during summer and winter months, are sometimes very marked, but these changes probably add much to the attractiveness of the district, and the general healthiness of the region is now well recognized.

The daily range of temperature is great throughout the whole region, and the temperature of the day is much greater than that of the night. This condition is due largely to the elevation of the district above sea level, and to the extreme dryness of the air, which allows radiation to proceed with extreme rapidity so soon as the sun sets.

RAINFALL.

In discussing the rainfall in the semi-arid region as set out in accompanying tables, it will be noted that rain and snow are both included under the usual term 'precipitation.'

The tables are given in the same order as those for temperature at points in the district, viz.:—Chaplin, Swift Current, Medicine Hat, Calgary and Macleod.

CHAPLIN—Elevation above Sea Level, 2,202 feet.

Year.	Jan.	Feb.	Mar	Apr.	May.	June	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
1883	...	...	...	...	...	...	...	...	...	1·45	0·25	0·50	
1884	1·10	2·45	0·42	0·42	0·11	4·03	1·83	2·49	3·62	1·43	0·44	0·60	18·94
1885	0·90	0·56	0·03	0·47	—	—	1·10	—	—	—	0·13	0·60	—
1886	—	—	—	1·20	0·95	0·76	0·75	0·95	0·22	0·04	0·44	1·12	—
1887	0·95	0·70	0·80	0·39	0·54	1·29	0·00	0·17	0·05	0·23	0·00	0·25	5·37
1888	0·63	0·55	0·55	0·60	1·13	0·45	0·10	0·18	0·00	0·57	0·10	0·05	4·91
1889	0·20	0·25	0·40	0·35	1·58	0·09	0·15	0·00	0·06	0·00	0·08	0·62	3·78
1890	0·20	1·10	0·30	0·10	0·15	1·36	0·09	0·21	0·17	1·58	0·00	0·00	5·26
1891	0·35	0·70	R	0·49	0·27	—	1·90	—	0·08	0·99	0·30	0·30	—
1892	0·00	0·20	0·20	0·80	0·04	0·51	0·00	—	—	0·00	0·77	0·20	—
1893	0·44	0·60	0·10	0·05	0·04	0·17	0·22	0·26	0·03	0·25	0·50	0·25	2·91
1894	0·25	0·20	0·66	0·86	0·24	0·19	0·00	0·08	0·21	0·89	0·50	0·00	4·08
1895	1·35	0·35	0·10	0·27	1·41	0·38	0·48	0·03	0·22	0·05	0·39	0·55	5·58
1896	0·45	0·25	0·65	1·22	3·30	0·52	0·36	1·09	0·19	0·08	1·35	0·20	9·66
1897	0·43	1·00	0·69	0·15	0·00	0·24	0·24	0·05	2·24	0·87	0·74	0·00	6·56
1898	0·10	0·40	1·30	0·00	0·03	2·33	0·13	0·15	1·09	0·25	0·62	0·00	6·40
1899	0·55	0·10	0·70	0·09	1·47	0·59	1·19	0·31	0·06	0·61	0·08	0·15	5·90
1900	0·00	1·00	0·30	0·23	0·22	0·25	0·10	0·55	0·72	0·60	0·60	0·20	4·77
1901	0·70	0·20	0·05	0·37	0·16	0·63	0·43	0·00	1·08	0·10	0·10	0·60	4·42
Total for 9 years	4·27	4·10	4·46	3·24	6·87	5·30	3·15	2·52	5·84	3·70	4·88	1·95	50·28
Monthly Means	0·474	0·456	0·496	0·360	0·763	0·589	0·350	0·280	0·649	0·411	0·542	0·217	5·587

SWIFT CURRENT—Elevation above Sea Level, 2,439 feet.

Year.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sep.	Oct.	Nov.	Dec.	Annual.
	°	°	°	°	°	°	°	°	°	°	°	°	
1886	0·43	0·70	0·50	2·03	1·86	0·85	1·35	0·60	0·50	0·32	0·80	0·68	10·62
1887	0·87	1·49	0·51	1·60	1·56	3·85	3·70	1·62	1·44	0·64	0·11	0·62	18·01
1888	0·51	0·84	1·14	0·68	0·63	4·92	0·67	2·34	0·98	1·32	0·28	0·38	14·09
1889	0·65	0·38	0·68	0·52	2·42	1·44	2·77	R	0·10	R	0·31	1·19	10·46
1890	0·84	0·74	0·68	0·74	1·30	3·44	0·88	2·70	1·82	3·96	0·24	0·16	17·50
1891	0·36	0·44	1·41	1·52	1·16	6·80	3·36	3·20	1·64	2·07	1·32	1·24	24·55
1892	0·34	0·94	0·40	3·33	3·16	3·96	1·09	1·76	0·54	0·12	1·70	3·00	20·25
1893	1·34	1·26	0·98	0·24	0·37	0·37	3·22	2·28	0·56	1·53	0·70	1·02	13·87
1894	0·40	0·50	1·02	0·95	2·64	1·35	0·62	0·56	0·63	0·40	0·22	0·37	9·66
1895	1·29	0·50	0·20	0·04	1·77	3·02	3·32	0·34	0·97	0·04	0·24	0·56	12·29
1896	0·72	1·04	0·42	0·93	2·90	1·40	0·26	2·68	2·08	0·02	1·38	0·28	14·11
1897	0·57	0·84	0·24	0·08	0·26	0·83	6·27	1·28	2·60	0·88	1·50	0·89	16·24
1898	0·57	0·82	2·02	0·60	1·31	2·56	2·81	1·79	0·90	1·33	0·41	0·13	15·25
1899	0·62	0·30	1·31	0·25	2·40	3·17	3·95	4·75	0·64	1·07	0·59	0·33	19·38
1900	0·11	0·36	0·57	0·42	2·49	1·38	2·42	2·75	2·18	0·47	0·46	0·66	14·60
1901	1·32	0·50	0·30	0·42	1·99	4·18	4·29	0·56	3·84	0·46	0·22	0·50	18·58
Total for 16 years	10·97	11·65	12·41	14·35	28·22	13·52	40·89	29·21	21·12	14·63	10·48	12·01	249·46
Monthly Means	0·684	0·728	0·776	0·897	1·764	2·720	2·556	1·826	1·320	0·914	0·655	0·751	15·591

MEDICINE HAT—Elevation above Sea Level, 2,161 feet.

Year.	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
	°	°	°	°	°	°	°	°	°	°	°	°	
1883										0·96	0·35	0·24	
1884	0·50	0·50	0·86	0·19	1·39	2·21	2·64	1·19	3·84	0·25	0·96	0·40	14·93
1885	0·68	0·39	0·56	0·85	0·13	3·51	1·60	1·49	0·04	0·10	0·02	0·00	9·37
1886	0·00	0·00	0·32	0·80	1·41	1·55	0·78	0·11	0·19	0·79	0·51	0·28	6·72
1887	0·30	0·00	0·09	0·63	0·12	5·75	0·29	0·98	0·41	0·46	0·25	0·70	9·89
1888	0·45	0·62	0·90	0·20	2·20	3·22	4·78	1·00	0·06	0·66	0·18	0·40	14·67
1889	0·10	0·20	0·43	1·00	2·66	0·23	1·92	0·60	0·28	0·00	0·42	0·77	8·01
1890	0·42	0·31	0·50	0·03	0·33	3·30	0·50	2·10	0·93	0·58	R	0·13	9·13
1891	0·19	1·51	1·31	0·37	1·13	4·34	1·28	1·02	1·14	0·20	0·30	0·36	13·15
1892	0·16	0·40	0·31	1·48	1·03	0·89	1·87	3·00	0·22	0·04	1·40	1·42	12·22
1893	1·72	0·70	0·23	0·77	1·09	2·25	2·53	2·17	0·34	0·41	1·23	1·16	14·60
1894	0·58	0·92	0·99	0·54	1·33	2·25	0·39	0·81	2·18	0·81	1·08	0·06	11·94
1895	0·88	0·91	1·19	0·26	0·55	2·31	4·86	0·24	1·88	0·29	0·52	0·24	14·13
1896	1·38	1·24	1·01	2·26	3·10	1·59	1·11	1·79	1·74	0·55	2·12	0·29	18·18
1897	0·74	0·41	0·52	0·39	0·59	5·62	1·65	0·40	2·15	1·26	3·11	0·43	17·27
1898	0·45	1·07	1·62	1·42	0·48	1·51	2·45	2·22	1·07	1·71	1·23	0·67	15·90
1899	1·12	1·13	1·17	0·87	3·32	2·60	3·79	4·60	1·66	0·80	0·31	0·91	22·28
1900	0·47	1·04	1·05	1·25	1·62	2·26	2·67	5·65	1·92	1·02	1·95	1·15	22·65
1901	1·68	1·40	0·52	0·11	6·29	4·01	2·82	0·26	2·41	0·45	0·55	0·30	20·80
Total for 18 years	11·82	12·75	13·49	13·42	28·77	19·38	37·93	29·03	22·46	10·38	16·14	9·67	255·24
Monthly Means	0·657	0·708	0·750	0·745	1·598	2·743	2·107	1·613	1·248	0·577	0·897	0·537	14·180

CALGARY—Elevation above Sea Level, 3,406 feet.

Year.	Jan.	Feb.	Mar.	Apr.	May.	June	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
	″	″	″	″	″	″	″	″	″	″	″	″	
1885	0·65	0·96	0 84	0 49	0 41	2·15	3·70	3·06	R	R	0·30	0·35	12·91
1886	0 18	0 28	1·03	1·16	1·72	3·30	0·20	0 00	0 76	0·79	0 35	1·55	11·32
1887	0·92	0·19	0 35	0·22	0·70	2·15	3·54	2·19	0·54	0·13	0·99	0·77	13·69
1888	0·24	1·76	0 90	1·67	2 05	3·70	3·23	2·08	0·23	1·01	0 41	0·23	17·51
1889	0·92	0·75	1 50	R	2·04	0·61	2·37	R	1·39	0·52	0·12	1·37	11·59
1890	0·88	0·85	0 82	0·71	2·13	2·27	2·21	3 47	0·51	0·86	0 17	0 06	14·94
1891	0·20	0·50	R	0·07	1·38	2·20	2 81	1·58	0·77	0·27	0·20	0·46	10·44
1892	0·03	0·03	0 97	0·60	0 06	1 07	2·40	1·10	0·50	0 66	1 30	0·09	7·91
1893	0·55	0·20	0·15	0·47	2·47	1·11	1·95	0·88	0·76	0·74	1·20	0·57	11·05
1884	0·41	0·03	0 67	0 96	4·05	1 10	0 10	1·47	1·30	0·11	1·11	0·40	11·71
1895	0·96	0·57	0 70	0·58	0 34	1·97	4·97	1·18	2·53	0·21	0·49	0·62	15·12
1896	0·90	1·94	1·13	0 64	1 94	1·22	1·84	1·66	1·46	0·70	2 26	0·36	16 05
1897	0 53	6 46	0 26	0·31	0·18	6·13	5·54	2·13	1·04	0 76	2·54	0·70	20·58
1898	S	0·90	1·57	0·29	2 05	3·21	3·87	2 17	0·54	0·28	0 30	0·40	15·58
1899	0·85	0·30	1·13	0·40	5·44	3·52	2·11	9·40	0·99	1·31	0·26	0·44	26·15
1900	0·25	0·40	0 40	2·04	1·32	3·56	2·02	1 29	3·99	0·40	1 80	0·10	17·57
1901	0·40	1·02	1·15	0·90	1·91	7·00	3·90	0·71	2·95	0·12	0·40	1·85	22·31
Total for 17 years	8·87	11·14	12·67	11 51	30 19	46·27	46·76	34·37	21·26	8·87	14·20	10·32	256·43
Monthly Means	0·522	0 655	0·745	0 677	1·776	2·722	2·751	2·022	1·250	0·522	0·835	0 607	15 084

MACLEOD—Elevation above Sea Level, 3,060 feet.

Year.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Annual.
	″	″	″	″	″	″	″	″	″	″	″		
1896	0·15	0·53	0·70	0·40	2·74	0·48	1·27	1·99	2 23	0·44	1·70	0·10	12·73
1897	0·10	0 10	0·58	1·20	0·00	4·20	2·16	0·15	0 92	0·33	2·40	0·63	12·77
1898	0·30	0 53	1·00	0·27	1·59	1·90	1·57	4·04	0·85	0·58	0·15	0·80	13·58
1899	1·08	0·25	1·10	0·70	3·43	1·92	4·13	2·40	1 75	1·67	0·05	1·26	19·74
1900	0·13	0·70	0·43	0·60	0·81	0·28	2 67	0·64	2·39	0·78	0·60	0·05	10·08
1901	0·26	0·58	0·35	0·80	2 06	4·31	1·24	0·43	1·91	0·04	0·45	0 50	12·93
Total for 6 years	2·02	2 69	4 16	3·97	10 63	13·09	13·04	9·65	10 05	3·84	5·35	3 34	81·83
Monthly means	0 336	0·448	0·693	0 662	1·772	2·182	2·173	1 608	1·675	0·640	0·892	0·557	13·658

It is upon the information disclosed by the foregoing tables that the proof of the semi-aridity of the large portion of the Territories dealt with in this report is based. A careful perusal of these tables indicates certain main facts which are summarized to permit of a clearer understanding of the remarks which follow. These facts relate to the total average annual precipitation at the points mentioned during the years covered by the observations; the average annual precipitation during the months of May, June, July and August for the same period; the smallest and greatest precipitation during the years included in the period, and the duration of the cycle of least and greatest precipitation.

Total Average Annual Precipitation.

Point.	Number of Years.	Total Average Annual Precipitation in Inches.
Chaplin	9	5·587
Swift Current	16	15·591
Medicine Hat	18	14·180
Calgary	17	15·084
Macleod	6	13·638

Total Average Annual Precipitation during May, June, July and August at above points.

Point.	Number of Years.	Total Average Annual Precipitation.			
		May.	June.	July.	August.
		Inches.	Inches.	Inches.	Inches.
Chaplin	9	0·763	0·589	0·350	0·280
Swift Current	16	1·764	2·720	2·556	1·826
Medicine Hat	18	1·598	2·743	2·107	1·613
Calgary	17	0·776	2·722	2·751	2·022
Macleod	6	1·772	2·182	2·173	1·608

Extremes of Total Annual Precipitation at above points.

Point.	Year.	Smallest	Year.	Greatest.
		Inches.		Inches.
Chaplin	1893	2·91	1896	9·66
Swift Current	1889	10·46	1891	24·55
Medicine Hat	1886	6·72	1899	22·28
Calgary	1892	7·91	1899	26·15
Macleod	1900	10·08	1898	13·58

Cycle of Least and Greatest Precipitation as indicating by tables above.

CHAPLIN.

Year.	Smallest.	Year.	Greatest.	Number of Wet Years.	Number of Dry Years.
1893	2·91	1896	9·66		3
1901	4·42	1896	9·66	3	3

SWIFT CURRENT.

Year.	Smallest.	Year.	Greatest.	Number of Wet Years.	Number of Dry Years.
1887	10·46	1891	24·55	3	2
1891	9·66	1897	24·55	3	4
1897	14·60	1901	18·58	5	

MEDICINE HAT.

Year.	Smallest.	Year.	Greatest.	Number of Wet Years.	Number of Dry Years.
1884	6·72	1891	14·93	3	5
1891	11·94	1896	18·18	4	2
1896	17·27	1901	22·28	6	

CALGARY.

Year.	Smallest.	Year.	Greatest.	Number of Wet Years.	Number of Dry Years.
1885	10·44	1891	17·51	3	4
1891	7·91	1897	20·58	3	4
1897	15·58	1901	26·15	5	

MACLEOD.

Year.	Smallest.	Year.	Greatest.	Number of Wet Years.	Number of Dry Years.
1896	10·08	1901	19·74	2	4

The question of the semi-aridity of the Territories with which we are dealing is a question of first importance, and one which must be entirely removed from the sphere of probabilities before the large area affected will develop along the lines of least resistance. For many years the idea of semi-aridity was vigorously combatted by settlers within the district, by railway corporations owning land therein, and by some of the government officials who through insufficient information assumed that the admission of semi-aridity would prevent any development in the district. However, actual experience in the attempts made to produce crops watered only by nature's showers has now convinced even the most sceptical that during certain years at least such efforts are futile, and that during the majority of years the moisture supplied by rainfall during the months of crop growth must be augmented if good crops are to be obtained.

These facts are clearly indicated in the tables given above, but to make them thoroughly understood certain facts disclosed by the figures quoted are given.

It will be noted in the first place that the average annual precipitation shown at the different points would, with the exception of Chaplin, at first glance indicate that there is sufficient moisture for crop growth. That opinion, however, will be dispelled by an examination of the table relating to the precipitation during the months of May, June, July and August. Discarding the results for Chaplin, as both the average annual precipitation and monthly means for the months mentioned are entirely below the limit of plant requirements, it will be noted that the total rainfall for the years mentioned during the months of May, June, July and August at the four remaining points has been as follows:—

	Inches.
Swift Current	8·866
Medicine Hat	8·061
Calgary	8·271
Macleod	7·735

This rainfall, if it could be depended upon each year, and was distributed through the months of growth as shown in the statement, would probably be sufficient to mature crops, but proceeding to the third table, the wide range in the average annual precipitation will be noted, and it will be readily understood that during any year in which the total annual precipitation falls below 10 inches, the chances of maturing crops dependent entirely on the rainfall are very poor.

The fourth table has been prepared to show, if possible, in a graphic form that there is a defined cycle of wet and dry seasons in the semi-arid region, and that the recurrence of such seasons can be foretold with some degree of certainty.

The period covered by the meteorological observations as noted above does not, of course, cover a sufficient number of years to enable us to speak authoritatively on this point, but as far as they go they are worthy of consideration.

It will be seen from the table given that at all the points under discussion there is a cycle of wet and dry seasons varying in length from three to six years, and that this recurrence of wet and dry periods is well established at all the points for which data is available. The fact that the past four years have comprised one of the wet cycles is also very apparent from the tables, and it may with safety be assumed that the coming three or four years will fall below the maximum in precipitation, and comprise one of our dry cycles.

EVAPORATION.

Evaporation is a subject which is closely allied with the use of water for irrigation, and must be considered in connection with the subject of the water supply available for that purpose. Contrary to the generally accepted theory it may be stated that differences of climate do not seem to have much effect upon the loss of water from this cause. We have, so far, very little in the way of investigation of this climatic condition in the Territories to guide us, but what is available would seem to indicate that the loss from evaporation with us does not vary very much from loss through a similar agency in the irrigable states to the south of us, and that we must figure on an annual loss of from 3 to 5 feet of water from that cause.

The observations for evaporation which we have so far taken, and which are given below, cover, as will be noted, only summer months, and a short period of time, but they agree fairly well with the investigations of this matter in the western United States, and indicate a loss, as stated, during the year of from 3 to 5 feet.

EVAPORATION Observations, 1896.—Calgary—Station No. 1—Pan in water.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
May 18—May 29	1·626		0·46	2·086
May 29—June 29	3·351		1·22	4·574
June 29—July 30	1·704		1·84	3·544
July 30—August 31	1·188		1·66	2·848
August 31—September 29	1·200		1·46	2·660
September 29—October 23	1·224		0·70	1·924
Totals	10·296		7·34	17·636

EVAPORATION Observations, 1896.—Calgary—Station No. 2—Pan in ground.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
May 21—May 28	0·894		0·46	1·354
May 28—June 29	3·060		1·22	4·280
June 29—July 27	2·148		1·84	3·988
July 27—August 31	1·284		1·66	2·944
August 31—September 29	0·900		1·46	2·360
September 29—October 23	3·312		0·70	4·012
Totals	11·598		7·34	18·938

EVAPORATION Observations, 1898.—Calgary—Station No. 1—Pan in ground.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
June 8—June 29	0·792		3·21	4·002
June 29—July 31	2·604		3·87	6·474
July 31—August 30	2·160		2·17	4·330
August 30—September 30	2·688		0·54	3·228
September 30—October 31	6·576		0·28	6·856
October 31—November 5	0·372		0·00	0·372
Totals	15·192		10·07	25·262

EVAPORATION Observations, 1899.—Calgary—Station No. 1—Pan in ground.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
April 13—May 1	1·140		0·05	1·190
May 1—May 31		3·696	5·44	1·744
May 31—June 30	1·380		3·52	4·900
June 30—July 31	2·376		2·11	4·486
July 31—August 31		5·876	9·40	3·524
August 31—September 30	2·160		0·99	3·150
September 30—October 31		0·192	1·31	1 118
October 31—November 30	0 192		0·26	0·452
Totals	7·248	9·764	23·08	20·564

EVAPORATION Observations, 1899.—McCaskill Lake—Station No. 2—Pan in water. Sec. 25, Tp. 16, R. 2, W. 5th M.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
May 10—May 29		5·650	5·733	0 083
May 29—June 30	1·750		1·185	2 935
June 30—July 28	6·450		2·080	8·530
July 28—August 29	1·750		7 880	9·630
August 29—September 30	2·750		1·990	4·740
September 30—October 29	1·100		0·350	1·450
Totals	13·800	5·650	19 218	27 368

EVAPORATION Observations, 1899.—Nanton Lake—Station No. 2—Pan in water. Sec. 5, Tp. 17, R. 28 W. 4th M.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
May 5—May 30		1·700	5·332	3·632
May 30—June 29	7·450		2·060	9·510
June 29—July 31	6·009		2 700	8 700
July 31—August 30		1·650	7·880	6·230
August 30—September 28	1·800		1·380	3·180
September 28—October 28	1·450		1·560	3·010
Totals	16·709	3·350	20 912	34·262

EVAPORATION Observations, 1899.—Mosquito Creek—Station No. 2—Pan in ground. Sec. 29, Tp. 16, R. 28 W. 4th M.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
May 5—May 31		2·532	5·78	3·248
May 31—June 30	3·564		1·96	5·524
June 30—July 31	3·120		3·07	6·190
July 31—August 31		3·504	7·90	4·396
August 31—September 30	1·644		1·39	3·034
September 30—October 31	0·180		1·56	1·740
Totals	8·508	6·036	21·66	24·132

EVAPORATION Observations, 1900.—Calgary—Station No. 1—Pan in ground.

Interval.	Excess of Evaporation over Precipitation.	Excess of Precipitation over Evaporation.	Precipitation.	Total Evaporation.
	Inches.	Inches.	Inches.	Inches.
April 1—April 30	0·372		2·04	2·412
April 30—May 31	2·724		1·32	4·044
May 31—June 30	1·032		3·56	4·592
June 30—July 31	2·424		2·02	4·444
July 31—August 31	2·490		1·29	3·690
August 31—September 30		3·024	3·99	0·966
September 30—October 31	0·108		0·40	0·508
October 31—November 14	0·504		0·00	0·504
Totals	9·564	3·024	14·62	21·160

WATER SUPPLY.

The question of the quantity and permanency of the surface water supply must necessarily have a marked bearing upon the development by irrigation of any arid or semi-arid country. Fortunately, the semi-arid portion of the Territories has, as a whole, been favoured with a very fair supply of water, and the information given below is intended to illustrate in as graphic a manner as possible both the volume and permanency of the supply.

The methods adopted in determining the volume of the water supply are explained at some length in the section of this report dealing with the General Irrigation Surveys, and it will therefore suffice to say here that the object aimed at is to determine by careful scientific measurements the quantity of water flowing at all seasons of the year in the different rivers and creeks, which can be drawn upon to supply water for irrigation, and to base our calculations of the amount available from such sources upon these measurements.

Having determined the quantity of water available for irrigation, we would naturally be at a loss to state the number of acres that such quantity of water would irrigate, unless we first had some idea of the quantity required to irrigate one acre. This ratio between the acreage to be irrigated and the quantity of water required to irrigate it is called the 'Duty of Water,' and is fixed by the regulations, as is explained in the section of this report dealing with the law relating to the use of water for irrigation. At present the duty is fixed at one cubic foot of water per second, flowing continuously during the irrigating season, for each one hundred and fifty acres of land to be irrigated.

The information so far obtained by our irrigation surveys regarding the available water supply is condensed in the following statement, the quantity in all cases being expressed in cubic feet per second, or second feet as usually designated.

STATEMENT of Water available for Irrigation from certain Streams and of Quantity recorded and still available from such Streams.

Name of Stream.	Low Water.			High Water.			Flood Stage.		
	Flow at Low Water.	Quantity Recorded.	Quantity Still Available	Flow at High Water.	Quantity Recorded.	Quantity Still Available.	Flood Discharge.	Quantity Recorded.	Quantity Still Available.
	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.
Battle Creek	6·100	5·599	0·501	72·55	12·665	59·885	218·59	12·665	205·925
Bear Creek	13·09	2·044	11·046	54·00	2·044	51·956	159·00	2·044	156·956
Beaver Creek (tributary of Oldman River)	4·77	2·666	2·004	16·00	2·666	13·334	25·00	2·666	22·334
Beaverdam Creek	7·94	5·070	2·870	48·00	5·070	42·930	69·00	5·070	63·930
Belanger Creek	7·29	2·200	5·090	25·51	2·200	23·310	355·05	2·260	352·850
Belly River	399·30	16·584	382·716	1445·00	16·584	1428·416	30656·00	16·584	30639·416
Big Hill Creek	1·70	0·6845	1·0155	61·00	0·6845	60·316		0·6845	
Boundary Creek		0·986			0·986			0·986	
Bow River	2779·57	2053·646	725·924	26224·00	6053·646	20170·354	41945·00	6053·646	35891·354
Bridge Creek (or 32 mile or Dirt)	1·200	1·200	0·00		1·200		92·000	1·200	90·800
Callum Creek		0·373			0·373			0·373	
Canyon Creek		0·533			0·533			0·533	
Carter Creek		0·599			0·599			0·599	
Coal (or Grand Valley) Creek		0·00			3·866			3·866	
Connelly Creek	1·15	1·000	0·15	8·00	1·000	7·00	20·00	1·000	19·00
Cottonwood Creek (tributary of Battle Creek)		2·666			2·666			2·666	
Coulee on Sec. 25, Tp. 8, Rg. 25, W. 4 M		2·000			2·000			2·000	
Creek in Tp. 24, Rg. 2, W. 5 M. (tributary of Elbow River, on north side)		0·407			0·407			0·401	
Creek in Sec. 6, Tp. 24, R. 2, W. 5 M. (tributary of Elbow River on South side)		0·650			0·650			0·650	
Creek in Tp. 24, R. 4, W. 5 M. (tributary of Elbow River)	22·50	2·400	20·10		2·400			2·400	
Creek in Tp. 1, Rg. 25, W. 4 M		1·275			1·275			1·275	
Dog pound Creek	2·40	0·800	1·60	153·00	0·800	152·20	432·00	0·800	431·200
Dry Timber Creek		2·053			2·053			2·053	
Elbow River	210·50	455·581	0·00	2113·00	667·581	1445·41	7368·00	667·581	6700·42
Etzikom Coulee		Total flow.	0·00		Total flow.	0·00		Total flow.	0·00
Fish Creek (Main Stream)	16·10	11·157	1·943	657·00	17·059	639·941	4205·00	17·059	4187·941
" " (North Fork)	1·86	1·300	0·56	28·41	2·966	25·441	108·00	2·966	105·034
" " (South Fork)	3·86	3·156	0·694		3·166			3·166	
Forty Mile Creek		0·030			0·030			0·030	
Hay Creek	2·00	2·000	0·00		3·700		232·00	3·700	228·300

STATEMENT of Water available for Irrigation from certain Streams and of Quantity recorded and still available from such Streams—*Con.*

Name of Stream.	Low Water.			High Water.			Flood Stage.		
	Flow at Low Water.	Quantity Recorded.	Quantity Still Available.	Flow at High Water.	Quantity Recorded.	Quantity Still Available.	Flood Discharge.	Quantity Recorded.	Quantity Still Available.
	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.
Heath Creek	3·86	0·666	3·194	24·00	0·666	23·334	37·00	0·666	36·334
Highwood River	109·05	104·905	4·145	1793·00	104·905	1688·095	23538·00	104·905	23433·095
Indian farm Creek	...	1·333	...	...	1·333	...	...	1·333	...
Jackfish Creek	...	0·790	...	...	0·790	...	...	0·790	...
Jumping pound Creek	24·60	307·760	0·00	133·30	307·760	0·00	7411·24	307·760	7103·48
Kuntz Creek	0·69	2·333	0·00	6·00	2·333	3·667	15·00	2·333	12·667
A lake in Tp. 1, Rg. 24, W. 4 M.	...	1·036	...	...	1·036	...	...	1·036	...
Lake No. 1, Tp. 21, Rg. 1, W. 5 M.	...	0·547	...	...	0·547	...	...	0·547	...
" Tp. 1, Rg. 26, W. 4 M.	...	0·250	...	...	0·250	...	...	0·250	...
Lee Creek	11·30	0·152	11·148	1136·00	6·342	1129·658	3136·00	6·342	3129·658
Little Bow River	0·00	0·893	0·00	326·00	0·893	325·108	993·00	0·893	992·108
Macabee Creek	1·66	2·520	0·00	...	1·026	...	...	1·026	...
Mahnee Creek	1·00	0·370	0·630	...	0·370	...	...	0·370	...
Maple Creek	...	3·300	...	310·00	3·850	306·15	1279·00	3·850	1275·15
Meadow Creek (tributary of Oldman River)	...	1·713	...	...	1·713	...	...	1·713	...
" " (" Belly River	...	0·266	...	...	0·266	...	...	0·266	...
Muddypound Creek	2·82	2·82	0·00	16·00	4·180	11·82	26·00	7·400	18·600
Middle Coulee	...	Total flow.	0·00	...	Total flow.	0·00	...	Total flow.	0·000
Milk River	44·69	500·030	0·00	2658·20	1500·030	1158·17	...	1500·030	...
Mill Creek	...	2·000	...	...	2·000	...	...	2·000	...
Mosquito Creek	0·26	0·26	0·00	216·00	3·526	212·474	2105·00	3·526	2101·474
Nanton Creek	0·82	0·70	0·12	13·00	2·441	10·559	361·00	2·441	358·491
Nine mile Coulee	...	Total flow.	...	...	Total flow.	...	...	Total flow.	...
Nose Creek	15·20	*	...	...	...	...	1996·00	...	...
Oldman River	1078·00	1·200	1076·80	9201·30	1·200	9200·10	31930·00	1·200	31988·80
Piapot Creek	2·14	2·14	0·00	46·00	2·900	43·100	401·00	2·900	398·10
Pincher Creek	19·80	9·20	10·60	483·00	9·20	473·80	3714·00	9·20	3704·80
Pine Creek	0·00	0·00	...	27·00	0·00	27·00	...	...	...
Pinepound Creek (or Spring Coulee)	...	Total flow.	...	...	Total flow.	...	...	Total flow.	...
Pothole Creek	...	" "	...	...	" "	...	...	" "	...
Ranche Creek	...	0·500	...	...	0·500	...	...	0·500	...
Rolph Creek	2·30	1·600	0·700	23·00	1·600	21·400	52·00	1·600	50·400
Rosebud River	1·433	1·433	0·00	10·000	1·433	8·567	29·000	1·433	27·567

* Sufficient water to fill reservoir.

Ross Creek, (Assa.)		0·030			0·030			0·30	
Ross Creek, (Alta.)	18·00	3·866	14·134	1583·00	3·866	1579·134	4711·00	3·866	4707·134
Rush Lake Creek		7·770			7·770			7·770	
Seven Persons Coulee	2·09	0·015	2·075		0·015		3870·00	0·015	3869·985
Sheep River	159·10	52·688	106·412	15457·00	52·688	15404·412	22230·00	52·688	22177·412
Skull Creek		9·300		20·0	9·500	10·500	46·00	9·500	36·500
Snake Creek		3·435			3·435			3·435	
South Fork River	303·35	3·466	299·884		3·466			3·466	
South Saskatchewan River		2·039			2·039			2·039	
St. Mary River	741·30	501·332	239·968	3003·00	1601·332	2001·668	21380·00	1001·332	20378·668
Stead Creek		4·000			4·000			4·000	
Sullivan Creek	5·06	0·866	4·194		0·866			0·866	
Swift Current Creek	29·93	2·12	27·81	131·00	2·12	128·88	1434·00	2·12	1431·88
A Spring Creek (tributary of south fork of Trout Creek)		0·300			0·300			0·300	
A Spring Creek in Tp. 24, Rg. 2, W. 5 M.		0·280			0·280			0·280	
" " Tp. 16, Rg. 29, W. 4.		1·086			1·086			1·086	
" " Tp. 22, Rg. 3, W. 5 M.		0·266			0·266			0·266	
" " Tp. 11, Rg. 29, W. 4 M.		0·926			0·926			0·926	
" " Tp. 27, Rg. 3, W. 5 M.		0·230			0·230			0·230	
" " Tp. 18, Rg. 29, W. 4 M.		3·200			3·200			3·200	
" " Tp. 9, Rg. 28, W. 4 M.		0·500			0·500			0·500	
" " Tp. 19, Rg. 22, W. 4 M.		0·666			0·666			0·666	
" " Tp. 19, Rg. 15, W. 3 M.		0·933			0·933			0·933	
" " Tp. 19, Rg. 15, W. 3 M.		0·400			0·400			0·400	
" " Tp. 22, Rg. 3, W. 5 M.		2·000			2·000			2·000	
" " Tp. 21, Rg. 3, W. 5 M.		0·533			0·533			0·533	
" " Tp. 6, Rg. 27, W. 3 M.		0·050			0·050			0·050	
" " Tp. 26, Rg. 2. W. 5 M.		0·666			0·666			0·666	
tributary of Beddington Creek									
Todd Creek	4·25	2·433	1·817	46·00	3·766	42·234	101·00	3·766	97·234
Trout Creek	29·94	10·819	10·121	103·00	12·419	90·581	177·00	12·419	164·581
Waterton (or Kootenay River)	501·90	19·350	482·550	5465·00	19·350	5445·650	7854·00	19·350	7834·650
Willow Creek	25·80	3·35	22·45	1837·65	3·35	1834·30	4761·00	3·35	4757·65
A Spring Creek in Tp. 14, Rg. 1, W. 5 M.		0·793			0·793			0·793	
" " Tp. 20, Rg. 2, W. 5 M.		0·353			0·353			0·353	
" " Tp. 21, Rg. 3, W. 5 M.		1·650			1·650			1·650	
Gold Creek		6·000			6·000			6·000	
A Spring Creek in Tp. 12, Rg. 1, W 5 M.		0·313			0·313			0·313	
" " Tp. 11, Rg. 1, W. 5 M.		0·240			0·240			0·240	
Big Plume Creek		0·666		128·00	0·666	127·334	349·00	0·666	348·334
A Creek in Tp. 7, Rg. 23, W. 3 M.		0·533			0·533			0·533	
" Tp. 19, Rg. 2, W. 5 M.		0·966			0·966			0·966	
Red Deer River	539·90		539·90	7203·00		7203·00	14429·00		14429·00
A Spring Creek in Tp. 14, Rg. 29, W. 4 M.		0·286			0·286			0·286	
" " Tp. 15, Rg. 29, W. 4 M.		0·253			0·253			0·253	
" " Tp. 15, Rg. 29, W. 4 M.		0·90			0·90			0·90	
" " Tp. 15, Rg. 29, W. 4 M.		0·10			0·10			0·10	
" " Tp. 15, Rg. 29, W. 4 M.		0·280			0·280			0·280	

STATEMENT of Water Available for Irrigation from Certain Streams and of Quantity Recorded and Still Available from Such Streams.

Name of Stream.	Low Water.			Low Water.			Flood Stage.		
	Flow at Low Water.	Quantity Recorded.	Quantity still Available.	Flow at High Water.	Quantity Recorded.	Quantity still Available.	Flood Discharge.	Quantity Recorded.	Quantity still Available.
	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.	S. F.
A Spring Creek in Tp. 14, Rg. 29, W. 4 M.		0·273			0·273			0·273	
Miry Creek		1·166			1·166			1·166	
Beddington Creek	0·70		0·70	21·00		21·00			
Boxelder Creek				449·00		449·00	3661·00		3661·00
Bragg Creek	10·56		10·56						
Bullshead Creek	6·35		6·35				1880·00		1880·00
Cataract Creek	57·33		57·33						
Cow Creek	2·99		2·99	33·00		33·00	73·00		73·00
Fisher's Creek	15·71		15·71						
Frenchman Creek	23·22			655·00			1857·00		
Gap Creek							1515·00		1515·00
Little Red Deer River	30·10		30·10	1044·00		1044·00	2247·00		2247·00
McKay Creek				624·00		624·00	1665·00		1665·00
Medicine Lodge Creek	2·82		2·82	16·00		16·00	26·00		26·00
Pekisko Creek	9·95		9·95						
Prairie Creek	22·07		22·07						
Stimson Creek	3·90		3·90	5153·00		5153·00	7131·00		7131·00
Ware Creek	5·80		5·80						
Total flow	7403·773			89758·92			261364·88		

It has already been stated that the area of the semi-arid region is 64,621,169 acres. It will therefore at once be seen that the total amount of water available for irrigation will only irrigate a small percentage of that area.

There are, of course, certain other small water supplies not included in the above statement, but speaking in general terms it may be stated that even under the most favourable circumstances of storage of the high water and flood discharges of the streams, and the most intelligent use of the water, we cannot hope to irrigate more than 15 per cent of the vast area included in the semi-arid region.

This statement will serve to illustrate the fact that for all time some 85 per cent of this area must be devoted to grazing, and indicates that the greatest development in the region will result from as wide a distribution as possible of the irrigated areas throughout the whole region.

IRRIGATION DEVELOPMENT

IRRIGATION DEVELOPMENT.

The irrigation development which has taken place in the Territories is probably illustrated in its most graphic form by the following schedule of the ditches constructed, with their length and the acreage irrigable therefrom. This schedule will also be of value as indicating the records which have so far been made against the sources from which water is diverted for irrigation purposes.

SCHEDULE of Canals and Ditches constructed and in operation in the North-west Territories, together with those which have been authorized to be constructed.

Name.	Source of Supply.	Length of Ditch in Miles.	Acreage to be Irrigated.
		Miles.	Acres.
Aird, Alexander	North fork of Sheep river	1·50	90
Aird, James	"	0·40	110
Anderson, G., jun	"	0·50	80
Anderson, G., sen	"	0·50	20
Austin & Mathewson	Sheep river	1·20	70
Alberta Ranche Co	Pincher creek	1·10	270
Armour, H	Qu'Appelle river	0·50	450
Anderson, W	Spring creek in Tp. 20—2—5	0·60	53
Banister, A. E	Bow river	1·87	160
Bell, Mary	North fork of Sheep river	0·90	100
Bell-Irving & Kerfoot	Coal creek	5·30	580
Blake & Miles	Tributary Oldman river	0·90	100
Botterell, E. H	Dogpound creek	1·00	80
Braniff, Daniel	Bear creek	1·50	200
Burn, H. St. G	Connelly creek	0·50	100
Bateman, Bateman & Harker	Lee creek	1·00	71
Burke, A. E	Spring creek, Tps. 11-12—1—5	2·00	83
Blake, George	" Tp. 14—29—4	0·60	41
Broderick, A. T	Highwood river	4·16	452
Binger & Kerr	Qu'Appelle river	0·25	344
Cochrane Ranche Co	Big Hill creek	1·50	68
Calgary Irrigation Co	Elbow river	81·00	45,000
Canadian Land & Ranche Co	Skull creek	2·50	930
" "	Bridge creek	1·50	120
" "	Rush lake	3·12	777
Card & Hammer	Lee creek	5·10	823
"	"	1·10	23
Cochrane Ranche Co	Belly river	3·10	200
Cook, H. F	Boundary creek	1·70	145
Cumberland, A	Piapot creek	0·30	50
Carey, E. E	North fork of Sheep river	0·80	107
Cyr, Cyr & Pelletier	Stead creek	1·50	600
Cross, A. E	Ranche & Dry Timber creeks	3·20	122
"	West branch Dry Timber creek	2·04	200
Cowan, R. W	Creek in Tp. 27—3—5	0·42	23
Canadian Northwest Irrigation Co	St. Mary river	90·00	500,000
Coughlin, C	Nanton creek	2·25	174
Comer, R. P	Big Plume creek	1·40	100
Carpenter, H. W	Creek in Tp. 14—29—4	0·60	43
Dixon, Brothers	Maple creek	1·22	55
Darling, A	Carter creek	0·57	40
Edgar, William	Fish creek	1·40	82
Ellis, J. H	Elbow river	0·85	110
Elton, C. W. S	Todd creek	0·60	50
Fauquier, H. H	Hay creek	1·10	50
Flint, Charles	Fish creek	1·50	120
Fisher, Joseph	North fork of Sheep river	1·75	375

SCHEDULE of Canals and Ditches, &c.—*Continued.*

Name.	Source of Supply.	Length of Ditch in Miles.	Acreage to be Irrigated.
		Miles.	Acres.
Fitz-Gerald, W. D	Fish creek	0·60	50
Findlay & McDougall	Highwood river	8·50	4,743
Fraser & McKinnon	North fork of Sheep river	1·00	315
Furman, John	Lake in Tp. 1—26—4	1·25	25
Farr, J. G	Skull creek	1·70	50
George Brothers	Beaver creek	3·00	400
Gardner, M	Tributary of Elbow river	2·30	360
Genge, Colin	Willow creek	2·50	175
Glen Estate	Fish creek	1·00	130
Glengarry Ranche Co	Trout creek	2·85	473
Godsal, F. W	Southfork river	0·80	280
Greeley, H. A	Maple creek	0·80	110
Gaff, J. A	Battle creek	2·60	860
Greig, George	Spring creek in Tp. 16—29—4	1·60	163
Gebo, S. W	Gold creek	1·25	197
Grant, J. A	Creek in Tp. 19—2—5	2·10	145
Heron, John, et al	Pincher creek	3·00	975
Hull, W. R	Bow river	5·00	800
"	Fish creek	1·00	500
"	Nanton creek	1·20	105
Hunter Brothers & Edgar	Fish creek	2·20	216
Hunter Brothers	"	1·20	168
Hone, A	"	1·25	130
Hudson's Bay Co	Jackfish creek	0·40	80
Hammond, G. R	Hay creek	0·90	25
Houk, George	St. Mary river	0·75	88
Indian Department	Bow river	8·50	2,206
Johnston, J. L	Rosebud river	1·50	215
Jones & Smart	Springs in Tp. 19—15—3	1·50	200
Johnson, E	Spring creek in Tp. 22—3—5	1·75	300
Jones & Webster	Miry creek	2·25	175
Kennis, J. H. W. S	Todd creek	1·50	150
Law, John	"	0·50	90
Lineham, John	Macabee creek	1·70	252
"	Creep in Tp. 20—2—5	0·30	100
"	Macabee creek	4·03	226
Lott, H. S	Elbow river	1·30	300
"	Creek tributary of Elbow river	1·23	65
Lachance, P., et al	Belly river	3·50	1,440
Lane, George & Co	Kuntz Creek	3·25	350
Leeds, Elliott & Co	Willow creek	3·25	240
Lees, W. R	Mill creek	0·70	191
Lloyd, Alfred	Piapot creek	0·30	100
Lyndon, C. A. & W. A	Trout creek	1·70	160
Little Bow Cattle Co	Mosquito creek	3·20	360
Lawson, H. C	Qu'Appelle river	0·50	320
Lidner, John	Battle creek	1·60	200
Mead, F. A	Todd creek	0·90	200
May, E. G	Elbow river	1·00	103
Marsh, Dixon, et al	Belanger creek	6·00	330
Millar, Adams & King	North fork of Sheep river	1·10	165
McHugh, T. P	Spring in Tp. 19—22—4	0·50	100
McLaughlin, J. W	Highwood river	3·80	680
Maple Creek (Canada) Cattle Co	Cottonwood creek	1·00	405
Macleod, N	Southfork river	1·33	100
McDonald & Sherbourne	Sheep river	4·25	799
McNab, W. H. & J	Coulee in Tp. 8—25—4	1·50	300
McDermid, M	Spring creek in Tp. 14—1—5	1·25	119
McEwan, J. H	Spring creeks in Tp. 15—29—4	3·50	220
Moorhead, Violet E	Piapot creek	3·00	300
Middleton, H. S	Sullivan creek	1·10	130
McIntosh, C. E	Spring creek in Tp. 18—29—4	4·25	480
Marshall, H	Battle creek	1·50	280
McDougall, D	Qu'Appelle river	0·50	130
Nelson, John	Oldman river	1·00	180

SCHEDULE of Canals and Ditches, &c.—*Concluded.*

Name.	Source of Supply.	Length of Ditch in Miles.	Acreage to be Irrigated.
		Miles.	Acres.
N.W.M. Police	Spring in Tp. 2—24—4	0·50	25
" "	Waterton river	2·00	120
New Walrond Ranche Co.	Meadow & Callum creeks	1·90	313
New Oxley (Canada) Ranche Co.	Waterton river	2·75	1,855
Ockley, J. W	Fish creek	0·75	110
Owens, John	Lake in Tp. 21—29—4	2·40	82
Payne, W.	Mahmee creek	0·55	37
Peecock, F. W	Hay creek	1·00	255
Peecock & Peecock	"	0·50	125
Priddis, Charles	Fish creek	2·00	130
Patterson, J. D	"	1·60	116
Pilling R., sen	St. Mary river	1·20	67
" "	Snake creek	3·00	191
Patterson, W	Spring in Tp. 22—3—5		40
Pearse, Spencer	Creek in Tp. 7—23—3	0·25	80
Pollock, D. H.	South fork of Swift Current creek	0·50	295
Quail, W. H	South fork of Trout creek	1·80	30
Quirk, John	North fork of Sheep river	2·75	300
Quail, W. H.	Muddypound creek	4·25	483
Ricardo & Bevan	Bow river	3·15	250
Russell, G. F	Pothole creek	1·50	80
Ross & McLean	Ross creek	2·75	580
Rowland, A. W	Sheep river	4·75	630
Robertson, T. W	Highwood river	4·30	955
Swan, Mary Cowper	Sheep river	4·00	685
Short, J. W.	Highwood river	2·00	240
Skrine, W. C	Mosquito creek	0·60	20
Sharples, Charles	Trout creek	1·00	650
Shaw, Helen	Fish creek	0·25	18
Shea & Madden	Beaverdam creek	2·25	249
Springbank Irrigation District	Jumpingpoundcreek	10·00	30,000
Sheepy, Joseph	A swamp in Tp. 22—1—5	0·55	59
Spalding, C.	Highwood river	1 42	315
Sexsmith, J. L.	Little Bow river	2·75	134
Stewart, W. R.	Spring creek in Tp. 11—29—4	0·50	139
Stevenson, J. & W.	Trout creek	2·40	500
Stevenson, R. & A.	Muddypound creek	4·00	627
Smith & Tee	Highwood river	2·30	263
Turner, Robert	North fork of Sheep river	1·50	145
Thibaudeau, J. B	Indian farm creek	1.10	200
Vaughn, W. R.	Rolph creek and a lake	1·55	345
Waite, J. T.	North fork of Sheep river	1·00	120
Walker, B. G.	Elbow river	1 00	175
Wallace, A. T.	Piapot creek	1·00	40
Wallace, R. A.	Highwood river	10 00	2,186
Warren, J. C.	Creek in Tp. 21—3—5	1·00	80
Walsh, R., sen. & jun.	Beaverdam creek	2·75	258
Woolf, J. W.	Snake creek	1·75	216
Wurz, J. D.	Wallace creek		60
West, J. N.	Meadow and Canyon creeks	1·75	120
Young, G. T.	Fish creek	1·25	310

The facts contained in the foregoing schedule regarding irrigation development may for more ready reference be expressed in the following condensed form:—

Number of canals and ditches constructed	163
Length of canals and ditches constructed	474.51
Number of acres susceptible of irrigation from constructed canals and ditches	623,362
Approximate increased value of land susceptible of irrigation	$1,850,000

It will be seen from the general schedule given above that the larger number of constructed ditches are small undertakings designed for the irrigation of individual holdings of small area. Several of the larger canals or ditches are, however, designed to supply water for the irrigation of an extensive acreage, and are deserving of special mention.

CALGARY IRRIGATION COMPANY.

This company is the pioneer irrigation company in the Territories, having commenced the construction of their works in 1893. Their main canal heads in the Elbow river at a point about twenty-five miles west of Calgary, and their scheme embraces the irrigation of an area of some 45,000 acres situated west and south-west of Calgary. The company having constructed some eighty-one miles of main and distributing ditches, and for the past few years have been in a position to supply water for the irrigation of considerable areas. Unfortunately for the success of this company, the completion of their works was followed by a cycle of wet seasons during which it has been little used for irrigation, and in addition a large proportion of the land susceptible of irrigation from their canal is situated on the Sarcee Indian reserve, and is at present unavailable for settlement or development by irrigation. The areas which have been supplied with water for irrigation by this company have yielded good returns, and clearly demonstrated that during dry years the company will be called upon to supply water for irrigation at remunerative rates, and as their works have been carefully located and permanently constructed, there is no doubt that the supply of water by this company must ultimately play a very important part in the development of the district embraced in their scheme.

THE SPRINGBANK IRRIGATION CANAL.

The Springbank canal is the only one which has so far been undertaken under the provisions of the Irrigation District Ordinance, the provisions of which are explained further on in these pages. The canal takes water from Jumping Pound creek, and is designed to supply water for the irrigation of some 30,000 acres of land in the Jumping Pound and Springbank districts, lying west of Calgary and between the Bow and Elbow rivers. The main canal, when completed, will be some 35·5 miles in length, but so far only some 10 miles of the canal and the necessary headworks have been completed, and no water has as yet been used in the district for irrigation. The completion of this scheme has been delayed owing to disagreements among the residents of the district as to the necessity for irrigation, and from the time of the organization of the district there has been a minority of the residents who have strongly opposed the construction of the canal. Their arguments have been considerably strengthened by the wet seasons experienced during the past few years, but the dry years which are now about due will doubtless have a marked influence in pushing the canal to completion, and in encouraging the residents of the district in irrigating their land.

CANADIAN NORTH-WEST IRRIGATION COMPANY.

South and south-east of Lethbridge there is a section of country which from the standpoint of soil and temperature offered many attractions to the settler, but which, owing to insufficient rainfall, was up to three years ago in its virgin state, and occupied only by a few small roving bands of cattle and horses.

During the year 1895 the possibility of providing water for the irrigation of this favourable section of country was proved by the location in connection with the General Irrigation Surveys, as is described further on, of the St. Mary's Irrigation canal, designed to divert water from the St. Mary river for the irrigation of the district referred to. The feasibility of the scheme having been proved by the government surveys, a

company was subsequently formed under the above name, and representing English capital, to develop the undertaking, and the work accomplished by them marks the first step in successful introduction of irrigation on a large scale in our semi-arid region.

The area embraced in this company's original undertaking was 500,000 acres, but they have lately extended their scheme to include a further tract of some 500,000 acres and purpose augmenting the supply of water obtained from the St. Mary river for irrigation of the original tract by diverting water from the Belly and Milk rivers for the irrigation of the additional tract.

The canals so far constructed by this company comprise a total length of about 85 miles, and in addition they utilize about 30 miles of the channels of natural water courses intersecting these lands for the carriage of water for irrigation. The expenditure by this company to date amounts to some $400,000, and with the completion of the proposed extension of their system their ultimate investment will reach at least a million dollars.

The settlement and development which has resulted from the operations of this company are of a most gratifying nature, and are a very marked object lesson regarding the ultimate effect which the construction of large irrigation undertakings will have upon the development of our semi-arid region. When this company began operations the large area embraced in their scheme was practically unoccupied and devoted entirely to the grazing of a few isolated bunches of cattle and sheep. To-day there are three thriving villages situated in the tract, each containing from five to seven hundred inhabitants; the tract is traversed by a narrow gauge railway, and this season some six thousand acres of very fine crops of grain and vegetables were produced. At Raymond, one of the villages mentioned, a mill and elevator have been built, and a beet sugar factory involving an expenditure of half a million dollars is in course of erection. At least fifteen thousand head of cattle and thirty thousand sheep have been brought into the district since the canals constructed by this company provided adequate water for stock-watering purposes, and the general development of that part of the Territories has kept pace with the parts in the humid districts most favoured by the large number of immigrants now settling in the Territories.

R. A. WALLACE DITCH.

This ditch, which takes water from High river, about three miles above the village of that name, is one of the larger ditches built by private individuals for irrigation of their own land only. The ditch is about ten miles in length, and provides water for the irrigation of 2,185 acres of land, the larger portion of which has so far been devoted to raising timothy which is baled and shipped to the British Columbia market. This ditch, which was one of the first constructed in the district, has transformed a large area, which was up to the time of its construction devoted solely to grazing purposes, into one of the finest farms of the west, and has provided a marked object lesson regarding the successful production of the finest hay by means of irrigation, and the possibility of marketing such hay at a profit.

FINDLAY AND McDOUGALL DITCH.

This ditch is also situated in the High River district, taking water from that stream, and is designed to irrigate some 2,600 acres of land, the main ditch being about nine and a half miles in length.

The scheme was originally undertaken by several residents of the district as a partnership ditch, but has now fallen into the hands of Messrs. Findlay & McDongall, two of the original promotors. The completion of the ditch has been delayed by troubles among the original owners, but the scheme is now in shape to supply water next year for irrigation, and as the land under the ditch is of first-class quality, its cultivation by means of irrigation is sure to yield handsome returns.

T. W. ROBERTSON DITCH.

This scheme was originally undertaken for the irrigation of a comparatively small area lying immediately east of the village of High River, but has been enlarged and extended until the main ditch comprises a length of about ten miles, and furnishes water for some 1,265 acres. The water is diverted from High river, immediately west of the village, and as the main ditch just south of the village passes within a few feet of the head of one of the channels of the Little Bow river, it is utilized, under arrangement with the owner, by the Territorial government to divert fifty cubic feet of water per second from the High river into the Little Bow river, so as to keep the latter stream running during dry periods, and thus afford water for the large number of stock on the range adjoining the valley of the Little Bow.

The area of land embraced in Mr. Robertson's irrigation project promises a bountiful return from the application of water, and in the course of a year or two should constitute one of the finest farms in that district.

NEW OXLEY RANCH COMPANY'S DITCH.

One of the largest and most complete of the irrigation systems constructed by different ranche companies to provide the large quantity of hay and oats needed in connection with their operations is that built by the New Oxley Ranche Company, taking water from the Kootenay river, and designed to supply water through some six miles of ditch for the irrigation of 1,850 acres of land situated between the Kootenay and Belly rivers at Standoff. Very bountiful crops of hay and oats have been raised on land under this ditch, and its operation has proved that a ranch company owning an irrigation ditch supplying water to suitable land can during each season raise sufficient fodder to enable them to feed calves and weak stock during bad winter weather.

W. R. HULL DITCHES.

These ditches, two in number, head respectively in Fish creek and the Bow river, and supply water for the irrigation of 1,300 acres of choice land situated between these streams. This area comprises part of what was originally a government farm, operated in connection with the Indian Department in the Territories, and is situated about eight miles south of Calgary.

The ditches put in by Mr. Hull were among the first to supply water for irrigation in that district, and the land under the ditches produced most bountiful crops of grain, timothy, bromus and vegetables during the dry seasons which followed the completion of these ditches. The irrigation of this farm, and the results therefrom for several years formed an object lesson as to the possibility of producing good crops by irrigation in that district, and did much to encourage the extension of irrigation works in that part of Alberta.

There are many others of the smaller irrigation schemes scheduled above which are worthy of special mention, but the information given regarding their location, length and areas irrigable therefrom will serve to indicate the wide distribution of the constructed irrigation works throughout the semi-arid region, and the important part which they are taking in the development of the country.

At the present time the construction of several extensive irrigation canals and a large number of smaller individual systems is contemplated, and there is little doubt that if the next five years prove dry, as seems highly probable, the mileage of constructed canals and ditches, and the acres of land irrigable therefrom will show a very marked increase.

Our experience with regard to irrigation development has been and will continue to be that of all semi-arid countries, and must of necessity show marked enlargement followed by periods of practical stagnation dependent upon the 'wetness' or 'dryness'

of the seasons. It is true that a considerable number of the residents of our semi-arid district are not misled by the recurring cycles of wet years, and realize that during the dry years which are sure to follow, only by irrigation can they hope to produce crops of any kind, but we have a large number of residents who under the influence of the results of one or two wet seasons, seem to have forgotten the disastrous results of their efforts to farm during previous years.

There is also the class who ask why it is necessary or desirable to expend large sums of money in constructing irrigation works to make agriculture successful in the semi-arid region, while there are such vast areas of unoccupied land in the humid portions of the Territories where all kinds of crops can be raised without irrigation.

All these influences have had, and doubtless will continue to have their effect on our irrigation development, but they are based on an entirely erroneous conception of the facts. In the first place it should be noted that the semi-aridity of the large portion of the Territories under consideration is not a matter of conjecture, but is susceptible of definite proof from the meteorological records covering the past eighteen years, and consideration of these records as given in this report should convince the most sceptical of the fact that during the majority of years the semi-arid region is not favoured with a sufficient rainfall to permit of crops being raised without irrigation. That being admitted, the wisdom of constructing works to provide water for irrigation during these dry seasons will surely be conceded, particularly if it is realized that during such dry seasons much more bountiful crops can be raised on irrigated lands than are produced on these lands or any others in the semi-arid region during wet seasons.

The answer to those who claim that it is unwise to expend large sums on irrigation works in the semi-arid region so long as free homesteads and cheap land are obtainable in the more humid portion of the Territories, is contained in the statement that the semi-arid region, comprising as it does a vast area of some 64,000,000 acres, contains the portion of the country best suited to ranching and dairy farming, and that it is principally as an incident connected with development along those lines, and not for grain raising solely, the irrigation undertakings are advocated.

The semi-arid portion of the country is traversed from east to west by the main line of the Canadian Pacific Railway; contains many of the most thriving towns and the only city in the Territories; produces to-day at least 75 per cent of the cattle and sheep exported from the Territories, and only needs increased area under irrigation to produce not only the large quantity of fodder and coarse grains required by our rapidly increasing stock industry, but a very considerable part of the dairy produce of the west.

It is admitted that the semi-arid region does not offer the same inducements as the more northern or eastern portions of the Territories to the incoming immigrant who desires to engage in grain or mixed farming, but to those who desire to go in for ranching or dairy farming the unlimited range for grazing, the absence of flies, the milder climate, and the certainty of producing each and every year by means of irrigation a bountiful crop of grain, hay and vegetables, should be influenced by the advantages offered by many sections of the semi-arid portion of the Territories.

RESULTS FROM IRRIGATION.

The actual application of water for irrigating growing crops has so far been almost entirely confined to lands situated in the valleys, from which water is taken for the smaller irrigation systems, and we have as yet no results from the irrigation of the higher or bench lands from larger irrigation undertakings. In discussing results we have also to include the past three years, which have constituted one of our marked wet cycles, and during which little water has been used for irrigation.

In presenting the information obtained regarding results, an effort has been made to condense the results in schedule form, it being thought that facts so condensed would provide the most graphic illustration of existing conditions.

Name.	Location of Lands.			Average Under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Ricard & Bevan	22	29	4	30	Wheat and oats	2	Crops in too late. Ditches not in order and considerable hay not cut owing to weather, hence poor results.
Banister, A. E.	22	28	4	150	Native grasses		Irrigated continuously. Hay not cut, abundance of green grain. Grass left to seed ground.
Fisher, Joseph	21	3	5	301	Native grasses and vegetables		Irrigated as required. Fifty acres not cut. Crops more than doubled by irrigation.
Lott, H. S.	24	2	5	20	Oats and timothy		Irrigated constantly. Hay cut on land that yielded none before irrigation.
Furman, J.	1	26	4	16	Timothy and vegetables	3	Land irrigated produced double the quantity of hay from land not irrigated.
Gardner, M.	24	4	5	50	No details		Believe irrigation will keep off frost. Land should be watered late in the fall, and grain not before blue tint is on, or it will weaken.
Wallace, R. A.	19	28	4		Wheat, native grasses and vegetables	1	Acreage of native grasses not known. Except on grass, plenty of natural moisture for good growth since May 24.
Hull, W. R.	22	1	5	447	Wheat, barley, oats, rye, timothy and bromus, native grasses and vegetables.	2	Would recommend that bromus be sown separately, not mixed with other grasses.
Glennie, W. G.	10	24	3	25	Oats, native grasses and vegetables	1	Little irrigation needed owing to wet season. Potatoes below average.
Quirk, John	21	4	5	208	Rye and native grasses		Irrigated continuously. Believe in irrigating in fall, as land is moist as soon as frost leaves in spring.
Cochrane Ranche Co. & N. W. M. Police.	6	25	4	732	Oats and rye mixed, timothy, native grasses and vegetables.	2	
Anderson, G., sr.	21	3	5	20	Native grasses		Irrigated continuously. Cold weather and frost retarded growth.
Anderson, G., jr.	21	3	5	70	Oats, native grasses and vegetables		Irrigated continuously. Potatoes did not do well. Hay fair. Frost retarded growth.
Jackson, F. A.	21	3	5	50	Native grasses	2	Water not distributed to best advantage. Creek often runs dry.
Aird, Alex.	20	4	5	40	Oats, rye and native grasses	2	Irrigation makes a considerable improvement after first year.
Edgar, William	22	3	5	9	Wheat and timothy		Fall irrigation a benefit. Spring freshets are good owing to manure from side hills.
Elliott, W. B.	26	4	5	60	Wheat, barley, oats, rye, native grasses and vegetables.	2	Cut very little hay, season has been too cold.
Pearce, William	24	1	5	40	Wheat, barley, oats, rye, timothy, alfalfa, peas and vegetables.	2	Extreme frost in May greatly injured barley and oats. Alfalfa and timothy seeded this year, no crop. Vegetables fair. Garden vegetables excellent. Grain was too small when irrigated and cold water checked growth. Had water been available at time of seeding results would have been better. Ditch and works not completed till May.

Flint, C.	22	3	5	26	Wheat, barley, native grasses and vegetables.	2	No crop but hay in ten years.
Hooper, R. E.	24	3	5	26	Oats, native grasses, vegetables	4	Green grain averaged three to four tons per acre. Vegetables frozen.
Aird, James	21	3	5	80	Oats, rye, timothy, alfalfa and native grasses.	4	Timothy and green oats excellent. First year of irrigation.
Moseley, W. R.	22	2	5	12	Wheat, oats and native grasses	2	Too much rain spoiled grass.
Newson, A. C.	21	2	5	100	Native grasses		No record kept.
Short, C. C.	18	29	4	8	Oats	2	Irrigation gave twenty bushels more grain per acre.
Wells, W. C.	26	6	5	100	Oats, rye, native grasses, vegetables	2	Land unfenced, crop small owing to cattle feeding.
Turner, Robert.	21	3	5	60	Native grasses	2	
Newbolt, W. R.	21	28	4	20	Oats	1	Season too wet. Land not irrigated had as good crops.
Calgary Hydraulic Co.	24	1	5	140	Wheat and oats	2	Cut green. Grain promised well but did not mature owing to weather.
Walker, Jos.	24	1	5	31	Wheat, barley, oats	1	Water not on soon enough to start grain. Weather delayed ripening.
Lane & Co., Geo.	13	29	4	81	Native grasses, vegetables.	8	Irrigated grass grew to renew that eaten down.
Vandin, E. H. O.	21	4	5	38	Wheat, barley, oats, alfalfa, bromus	2	Bad year for irrigation. Too cold in spring to put water on. Cannot grow crops to ripen, but irrigation is what is required for green feed.
Canadian Land & Ranche Co.	13	19	3	200	Native grasses	1	No remarks.
	12	23	3	800	Native grasses	1	Only cut small quantity. Most of grass left for winter feed.
Ellis, J. H.	21	4	5	25	Oats, native grasses	20	Slough grass grew very well but upland grass only slightly better. First year of irrigation.
Fraser & McKinnon.	21	2	5	300	Native grasses	1	About 200 acres very light on account of being first season of irrigation.
May, E. G.	24	2	5				No details furnished.
Howe, Samuel	19	3	5	121	Wheat, oats, rye, native grasses, vegetables.	3	No details furnished.
Elton, E. A.	8	1	5	73½	Wheat, barley, oats, rye, timothy, bromus, native grasses, vegetables.	4	Timothy irrigated continuously. Grain by seepage from hay meadow. Oats 43 lbs per bushel. Wheat cut green.
Waite, J. T.	20	4	5	80	Native grasses		Portion of acreage only poorly irrigated. Good results where properly irrigated.
Bell, George	21	4	5	60	Native grasses	3	Only 40 acres cut. Results fairly good considering quality of soil.
Braniff, D.	11	23	3	160	Wheat, oats, barley, native grasses, vegetables.	3	Vegetables of all kinds in abundance. Alkali bothers grain after hot dry weather.
Cardston Mormon Colony.	3	25	4		Grain, native grasses, vegetables	2	No precise records kept. Crops are doubled when irrigated.
Stuart, W. W.	24	1	5	15½	Wheat, oats, alfalfa	1	Have no doubt could ripen grain two years out of three. As fodder is of more value, ripening is immaterial.
Ockley, J. W.	22	3	5	95	Wheat, barley, oats, timothy, bromus, native grasses.	1	Season very unfavourable on account of cold. Irrigation of great advantage.
Skrine, W. C.	16	1	5	74	Oats and native grasses	1	Care must be taken not to over irrigate this kind of soil (black loam).

Name.	Location of Lands.			Acreage Under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Anderson, G., jr	21	3	5	70	Oats and native grasses	2	Part of meadow not cut owing to snow storm. Crop was not heavy.
" sr	21	3	5	15	Native grasses	2	Crop good, but laid by snow.
Aird, Alex	20	4	5	40	"	2	
Bell, George	21	3	5	40	"	1	No hay could be grown without irrigation. Meadow should be irrigated in early spring.
Broderick, Janie	18	28	4	30	Grain and vegetables	1	First time for five years I have had a garden. Irrigated oats stood nearly five feet high and those not irrigated did not grow at all. Owing to scarcity of lumber, was late getting water on land.
Blake & Miles	9	1	5	21	Oats, timothy and vegetables	2	Timothy poor (running out). Vegetables medium. Ditches not completed and crop not so good as it might be.
Brouard, S.	8	25	4	30	Wheat, oats and native grasses	2	Wheat an uneven crop. Part of oats cut green. Result not so satisfactory as it would be if ditch was more satisfactorily located.
Braniff, D	11	23	3	230	Wheat, oats, native grasses and vegetables	2	Creek was low when water was most wanted. Good plan to irrigate in spring and fall when water is scarce in summer. Irrigation banishes gophers.
Cook, H. F	1	20	4	35	Oats		Too cold for grain or vegetables to ripen. Sufficient rain and irrigation not necessary.
Cochrane Ranche Co.	5	26	4	170	Oats, native grasses and vegetables	2	Early part of season cold and unfavourable. Large part of meadows watered, not good enough to cut.
Critchley, H. D				20	Oats and vegetables	5	Oats cut green. Vegetables, very fair crop. Irrigate in fall and before spring sowing if possible. Not advisable to irrigate very young grain. Irrigate on dull days or at night.
Cardston Mormon Colony.	3	25	4			2	No records kept. Yield doubled by irrigation. Variety of garden crops. Works not completed for irrigating grain lands. Verdict in favour of irrigation.
Calgary Irrigation Co.	24	3	5	140	Native grasses	Several	Lands unfenced, consequently best results not obtained, as hay was destroyed by cattle. Harvest greatly interrupted by broken weather.
Canadian Land and Ranche Co.	12	22	3	150	"		Irrigated continuously from May 1 to June 15.
" "	13	19	3	80	"		" " "
Critchley, O. A	24	2	5	75	Wheat and oats	1	Small portion of crop not reached by the water was completely burned up and yielded nothing.
Claustre, J	10	21	3	20	Native grasses		Found water too cold last year. Intend to make a reservoir to hold water so that the sun may warm it next season.

Banister, A. E.	22	28	4	50	Native grasses and vegetables.	3	After cutting, pasture proved good feed for fattening off steers at end of September.
Dixon Brothers	11	26	3	3	Oats.		Irrigated at intervals. Cut green and will not be threshed. If allowed to ripen would yield about eighty bushels to the acre.
Fowling, Annie	22	3	5	9	"	2	First year of irrigation. Ditch not completed in time to get water where most needed.
Elliott, W. B.	26	4	5	50	Wheat, barley, oats, rye, native grasses and vegetables.	Several	Small vegetables first sown failed on account of frost and worm. Potatoes crippled by frost.
Edgar, William	22	3	5	125	Oats, timothy and native grasses	4	Timothy sown on grass in 1894, crop now in first class condition. Recommends that timothy be sown in this way.
Elton, C. W. S.	8	4	5	28	Oats and native grasses	2	Oats yielded forty bushels per acre, weighing over forty pounds per bushel. Green feed three to four feet high. Season so excessively dry much of the grain did not germinate until after irrigation. Would have irrigated sooner but ditch was not completed in time.
Fanquier, H. H.	10	25	3	25	Wheat, barley, oats and vegetables	1	Wheat and barley not threshed. All vegetables were very good. Rain fell in spring and latter part of summer, which made one irrigation sufficient.
Fisher, Joseph	21	3	5	80	Native grasses	2	Water supply insufficient. 100 acres lying low, moistened by water produced best hay.
Furman, John	1	26	4	31	Oats and timothy		Irrigated from April 15 to middle of June. Country no use without irrigation. Oats too heavy. Timothy, two to two and a half tons to the acre.
Gunn, W. M.	9	2	5	28	Oats and vegetables	1	Grain grew six and a half feet high, a little too rank for threshing, but fine for feed.
Gardner, M.	24	4	5	29	Oats and timothy	2	Would have had only half a crop of oat-hay without irrigation, and no timothy. Crop is hardly a fair estimate, as was delayed cutting irrigated hay until after first snow and frost came.
Genge, Colin	9	26	4	6	Native grasses	3	Had more from the six acres which were irrigated than from twenty-nine acres not irrigated, though did not get water on the land until late in June.
High River Horse Ranche Co.	13	29	4	20	Wheat	1	Cut green, result satisfactory. First time water has been applied. System of laterals not completed.
Hull, W. R.	22	1	5	325	Wheat, barley, oats, timothy, bromus mixed, bromus, native grasses and vegetables.	2	Good results. Vegetables, first class crop. Also had about 100 acres under grain, principally oats and wheat, which was cut for green feed and yielded 375 tons of feed.
Fraser & McKinnon	21	2	5	300	Native grasses.	2	Water should have been turned on a month earlier, but feared weather was too cold Have come to the conclusion that land with gravel subsoil cannot be hurt by early watering.
Jackson, F. A.	21	3	5	50	"		Irrigated whenever sufficient water in creek. Had hay elsewhere, so only cut a portion of irrigated meadow.
Jones & Smart	19	15	3	150	Oats, native grasses and vegetables.	1	Have not a sufficient supply of water to expect good results on grass lands for a number of years.
Glengarry Ranche Co.	12	29	4	135	Wheat, oats, barley, rye and vegetables	3	Grain was sown on breaking about end of May; promised to be heavy crop, but severe snow storm early in September flattened it so that it did not recover.
Lott, H. S.	24	2	5	113	Oats, timothy, native grasses and vegetables.		Irrigations frequent from May 15 to August 1. Vegetables good. Grain crop irrigated. Warm weather in February drew frost from the ground.

Name.	Location of Lands.			Acreage Under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Lane & Co., Geo.	14	29	4	100	Native grasses	Several.	Hay extra good quality. Third year of irrigation, and think there is improvement.
Lachance, P.	8	25	4	60	Wheat, oats, native grasses and vegetables.	2	Land under wheat irrigated twice, other lands once. Potatoes were irrigated previous year. Results good.
Leeds, Elliott & Co.	12	28	4	25	Wheat, barley, oats, rye, bromus, native grasses, vegetables.		Irrigated from July 1 to August 1. Wheat, barley, oats and rye not threshed. Bromus and native grasses left to seed down. Ice carried away flumes in spring making irrigation late. What was watered was simply wonderful. Grain that was apparently burnt to the ground grew three feet in twenty days after being irrigated. Native grasses also showed similar growth. Had it not been for the water would have had nothing. Green feed went about three tons to the acre.
Lindquist, A. A.	1	26	4	25	Timothy, vegetables.	1	Had twenty tons of timothy and one ton of potatoes.
Lees, W. R.	6	1	5	22	Wheat, barley, oats, oats and timothy mixed.	1	Owing to bad weather during harvest a great deal of grain was lost. Oats weighed forty-six pounds to the bushel.
Moore, W.	10	25	3	90	Native grasses	2	Had seventy tons of hay. Creek dried up early in June, therefore could not make a success.
Moseley, W. R.	22	3	5	95	Oats, rye.		Irrigated from June 22 to July 6. Irrigation is a great benefit.
McCarthy, C.	10	23	3	15	" potatoes.	2	Land is on a low bend of the creek and oats did not require irrigating. Left water on potatoes for twelve hours, or until land was well soaked.
Ockley, J. W.	22	3	5	95	Timothy, bromus, native grasses, vegetables.	3	Bromus was mostly sown this season and made good stand for next year. The old stand of same was a good crop of three and a half tons to the acre. Timothy was sown June 10, cut August 31, yield two tons to the acre. A wonderful crop on first season.
Oxarart, M.	6	27	3	325	Oats, native grasses, vegetables		Irrigated at intervals. Had 800 bushels of oats and 350 tons of hay. Good crop of vegetables. Eighth year of irrigation.
Patterson, R.	8	25	4	25	"	1	Hay irrigated continuously. Had better results from grass land which was irrigated last year. The place has been used as a pasture for the last twelve years and no hay had ever been cut on it before.
Pearce, William	21	1	5	35	Barley, oats, oats and pease mixed, pease, timothy, bromus, vegetables.	4	Owing to inferior seed about half of oats went forty bushels to the acre, balance 80 bushels to the acre. Oats and pease made very high grade feed, both fairly matured. First ploughing being rough made irrigation difficult, and portions are so gravelly nothing will grow. Owing to inadequate threshing appliances twenty-five per cent of pease were not threshed and a large

							quantity were used as green pease for table use. Four acres of timothy seeded down previous year with barley equalled three tons to the acre, balance seeded with wheat, very thin, in places none. Benefits of irrigation last year were very marked.
Priddis, Charles	22	3	5	7	Native grasses	2	Had ten loads of hay. Will have a good deal more under water this year seeded down to timothy.
Samson & Maenaghten	24	2	5	76½	Wheat, barley, oats, native grasses	2	Good results.
Sheep Creek Irrigation Co	20	1	5	1,200	" oats, native grasses	5	Only got about 100 acres properly irrigated, as were finishing main ditch, and did not complete it until July this year.
Sheldon, C. B.	11	25	3	25	Native grasses	3	Had ten tons of hay.
Turner, Robert	21	3	5	60	"	2	Had eighty "
Wallace, A. T.	10	24	3	17	Oats, native grasses, vegetables	1	Oats cut green. Hay, twenty tons. If irrigated in fall would have had better crop. Potatoes, good crop, not irrigated.
Waite, J. T.	20	4	5	40	"	Intervals.	Oats produced by soakage only. Irrigation not complete owing to want of laterals. Crop increased by one-half by water applied.
Wallace, R. A	10	28	4	300	Wheat, barley and oats mixed, bromus, native grasses, vegetables.	"	Spring cold making growth slow, especially of grass cut in 1895. Would prefer to irrigate in fall, so that water need not be put on till grass and grain are well up.
Young, G. T.	22	3	5	103½	Oats, native grasses	1	Irrigation has at least doubled the production of hay on this slough.
Warren, J. C	21	3	5	40	Native grasses	1	Had fifty tons of hay. Did not get sufficient water owing to breach in dam.
Calgary Hydraulic Co	24	1	5	100	Wheat, barley, oats	1	Good results.
Maunsell Brothers	9	26-7	4	5	Oats	2	Crops nearly killed by drought before we got water on the land.
McKay, A. S	24	2	5	25	Wheat, oats, rye, vegetables	2	
McHugh, T. F	22	19	4	50	Oats	4	Good results.
Newson, A. C	21	3	5	120	Native grasses		Irrigated weekly from June 1 to July 20. Had 140 tons of hay.
Peecock, F. W	11	25	3	50	"	2	Had sixty tons of hay. Not enough furrows to distribute water properly or result would have been better.
Quail, W. H	12	29	4	30	Oats, alfalfa, bromus, vegetables	2	Think hay land can be irrigated with advantage in the fall and earlier in the spring than for a green crop.
Riley, D	18	29	4	1	Vegetables	2	Two hundred bushels of potatoes. In former years the largest quantity of potatoes raised off the same ground without irrigation was fifty bushels.
Short, C. C	18	29	4	50	Wheat, oats	2	Good results.
Shaw, S. W	25	1	3	¼	Garden stuff	As need.	Pease and turnips. Pease a splendid crop; all used green.
Walsh, R., sr	22	3	5	16	Oats, native grasses	3	Did not give irrigation a fair trial, as water by irrigation was not badly needed, this being first crop.
McLaughlin, J. W	19	29	4	91	Wheat, oats, rye, vegetables		Irrigated from May 9 to July 10. Good results. Should irrigate in fall on summer fallow. Part of wheat irrigated previous year went forty bushels to the acre.
Howe, Samuel	19	3	5	120	Rye, native grasses, vegetables	2	Without irrigation would not have been able to raise half the crop.
Quirk, John	21	4	5	220	" "		Irrigated all June and July. Good results. Without irrigation would not have been able to raise any hay on the land.
Ware, John	20	4	5	90	Wheat, oats, native grasses	2	Good results. Fifth year of irrigation.
Nelson, John	8	1	5	180	Oats, pease, native grasses, vegetables	2	"
N.W.M. Police	Stand-off			128	Native grasses, vegetables	2	Good crops. Grass also good when water put on.

Name.	Location of Lands.			Average under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Turner, Robert	21	3	5	80	Native Grasses	2	No details given.
Fisher, Joseph	21	3	5	180	"	2	The meadow is improving and producing more hay of good quality. Is looked upon as a success.
Hull Brothers	22	1	5	327½	Wheat, barley, oats timothy, bromus, native grasses, vegetables	2	Quality of timothy very fine, and excellent feed for horses. Prefer bromus for cattle, being softer and more leafy.
Leeds & Elliott	12	28	1	61	Wheat, oats, timothy, vegetables		Irrigated previous fall. Owing to flood field was under water three days and irrigation was not needed.
Caseley, A.	29	20	1	156	Wheat, oats, timothy, bromus, native grasses	3	Light yield of grain owing to late seeding. Timothy and bromus good.
Ellis, J. H.	24	4	5	40	Native grasses	10	Slough hay good. Upland hay not so good as previous year.
Cochrane Ranche Co	5	26	4	176½	Oats, timothy, bromus, native grasses, vegetables	1	Bromus results satisfactory. Fifty-two acres will be seeded down with bromus during the coming season.
Gunn, W. M.	9	2	5	35½	Wheat, oats, timothy, bromus	2	Too much rain to estimate the results from irrigation.
Moore, Wm.	10	25	3	40	Native grasses	3	Water supply in creek runs short too early in the season to make a success.
Riley, D. E.	18	29	1				No irrigation, owing to works being destroyed by floods. No results given.
McLaughlin, J. W.	19	29	4	90	Wheat, oats, native grasses, vegetables	1	Heavy floods destroyed a large portion of the crops, hence poor results.
Mamsell, J. W.	9	26 & 27	4	60	Oats	1	Exceptionally wet season interfered with irrigation. A few acres not irrigated only yielded one load to the acre.
Cook, H. F.	1	26	4	60½	Native grasses, vegetables	2	Exceptionally wet season rendered irrigation unnecessary.
Head, J. J.	2	21	4	33	Wheat, oats, timothy, vegetables	1	Exceptionally wet season rendered irrigation unnecessary. A few acres which were irrigated improved the crop. Consider fall irrigation good for all kinds of hay.
Indian Department (Blackfoot Reserve)				108½	Barley, oats, bromus, vegetables	1	Exceptionally wet season. Works partly destroyed by floods. Fall irrigation will be tried this season.
Nelson, John	8	1	5	60	Native grasses	2	Exceptionally wet season.
Wells, W. C.	26	6	5				Exceptionally wet season. No irrigation done.
Peterson, C. W.	23	1	5	160	Wheat, barley, oats, native grasses		Exceptionally wet season. Hay crop proved a failure owing to heavy irrigation being followed by copious rains.
Dowling, Annie	22	3	5	14	Barley, timothy		No details given.
Paterson, Robert	9	24	4	59	Timothy, native grasses	3	Unable to obtain water when most required for irrigation of crop.

Burn, H. St. G.	7	2	6	25	Oats, vegetables	1	Heavy rains rendered irrigation of oats unnecessary. Garden was irrigated with good results.
Wallace, R. A.	19	28	4	22½	Oats, timothy, vegetables	1	All irrigable land was covered by flood during June. Ten tons of clear timothy was got from six acres of land.
Jones & Smart	19	15	3	210	Rye, native grasses	2	Most unfavourable season for six years. Every crop a comparative failure. Twelve acres of bromus look promising
Lyndon, C. A. & W. A	12	29	4	1½	Vegetables		Irrigation not required owing to heavy rains. Garden gave first class results.
Banister, A. E.	22	28	4	50½	Native grasses, vegetables	1	Unable to cut hay owing to floods. Grass good quality. Vegetables best crop ever grown.
Elton, C. W. S	8	1	5	32	Timothy, bromus, native grasses	2	Bromus made but a poor catch, although sown with a light crop of oats. Native rye grass yields well, but is not relished by stock. Irrigation not needed owing to heavy rains.
Brouard, S	8	25	4	53½	Wheat, rye, native grasses	1	Good results. Am satisfied of the benefits to be derived from irrigation.
Wallace, A. T.	18	24	3	11	Oats, vegetables		No details given.
Lachance, P.	8	25	4	67	Wheat, oats, timothy, native grasses	1	Part of timothy cut twice. Green oats also cut twice.
Glengarry Ranche Co	12	29	4	135	Oats and rye mixed, timothy, vegetables	2	Heavy June rains destroyed part of oat crop. Timothy gave a splendid return. Excellent garden crop.
Elliott, W. B.	26	4	5	35	Wheat, oats, barley, rye, vegetables		Ground well saturated from previous year and June rains rendered irrigation unnecessary. Crop a better average than either of previous two years.
Schmid, H	18	4	5	100	Native grasses	1	Ditch not completed until middle of July and only one irrigation made.
Newson, A. C	21	3	5	120	"		Land much too wet and cold. Crop about fifty tons less than off same land last year.
McCarthy, C.	10	23	3	5	Oats, vegetables	1	No details given.
Jackson, F. A.	21	3	5	35	Native grasses		Dam destroyed by floods. Plenty of hay from other irrigated lands.
McHugh, T. P	19	22	4	67	Barley, oats, vegetables	2	Ground well soaked the previous fall. Sufficient rains in June and July to render irrigation unnecessary. Straw off crop about 4½ feet long.
Canadian Land and Ranche Co	12 13	28 19	3	930	Native grasses		Wet season and irrigation unnecessary.
Eckford, A. H	18	29	4	67	Oats	1	First time water used and found to be a complete success. On land that formerly grew nothing had a heavy crop as a result of irrigation.
Dixon Brothers	12	26	3	4	Vegetables	1	Hay made from corn grown on two acres of land. 25 acres sown to timothy, alfalfa and bromus, but not irrigated owing to ditch not being constructed to that point.
King, P. W	23	1	5	60	Oats	1	Shortly after seeding time the strong winds blew out the seed in considerable patches, otherwise I think the yield would have been considerably heavier. Wet and stormy weather in June and July rendered summer irrigation unnecessary.

Name.	Location of Lands.			Acreage under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Peterson, C. W.. ..	23	1	5	109	Wheat, barley, oats, timothy, native grasses, vegetables.	2	Water supply very erratic. Garden was properly irrigated and good results were most astonishing.
Canadian Land and Ranche Co.	12-13	22	3	510	Native grasses....	1	No details given.
" "	13	19	3	319	" "	1	" "
Millar, M. T..	21	3	5	25	" "	2	Ditch damaged by floods, otherwise more land would have been irrigated.
Lane & Co., George.	14	29-30	4	152	Timothy, native grasses, vegetables	1	Land irrigated previous fall. Irrigation proved a success with me. Don't think anyone can make a mistake if water properly used.
Banister, A. E	22	28	4	31	Wheat, oats, vegetables....	1	Results very satisfactory. Garden yielded best all round crop I ever grew.
George, F. W. B ...	9	29	1	42	Wheat, oats, timothy, rye....	1	Timothy a light crop, but was not irrigated early enough. Second crop from rye grasses, both good for hay and well worth cultivating, stock like these grasses well. Consider fall irrigation better for grain.
Ockley, J. W... .	22	3	5	52	Rye, timothy, bromus, native grasses, vegetables.	2	Experimented with one acre of wheat and had good success. Oat yield magnificent, straw five feet long. Had excellent results from all lands irrigated. Find fall irrigation best.
Brown, M...	24	1	5	2	Garden and vegetables....	2	Water only used on garden. Planted 270 trees and only lost two. Had several times tried to grow trees without irrigation, but failed.
Eckford, A. H.....	18	29	4	32	Wheat, vegetables	2	Light soil and requires constant watering.
Patterson, J. D ...	22	3	5	42½	Oats, barley, bromus, native grasses, vegetables	2	Potatoes were badly frozen. Consider it better to irrigate cultivated land in the fall.
Moseley, W. R....	22	3	5	20	Oats, timothy.....	2	Oats badly frozen early in June.
Lloyd, A...	10	•23	3	12	Oats.....	1	Fifteen loads of straw obtained.
Quail, W. H.....	12	29	4	34	Oats, timothy, bromus, vegetables.....	2	About seventy-five tons of oat straw obtained. Garden crop good.
Burn, H. St. G.....	7	2	5	16½	Timothy, vegetables.....	3	Timothy not irrigated early enough. Potatoes gave a very large yield. Garden crop good.
Bolt, George.....	23	1	5	15	Oats...	....	Oats cut green. Only about two-thirds of crop irrigated.
Greeley, H. A.....	10	26	3	44	Wheat, barley, oats, bromus, vegetables	2	Hot dry winds in June nearly ruined crop. Found that where water ran freely on prairie sod a good crop of blue joint grass sprung up. Shall pay some attention to this matter.
Hunter, Messrs.. ...	22	3	5	84	Timothy, native grasses.	2	All irrigated lands are black topped and heavy. Were well pleased with results and approve of irrigation.
Leeds & Elliott.	12	28	4	41	Wheat, oats, timothy, vegetables	2	One irrigation made the previous fall.

Sharples, C.	12	28	4	60	Wheat, oats, timothy, native grasses, vegetables	8	Cut some very fine native grass raised entirely by irrigation; for years previously the land was bare of grass.
Indian Department, (Blackfoot Reserve)	...	...	...	76½	Oats, bromus, vegetables	2	Main canal only completed this year and unable to have a satisfactory test. Potatoes and garden stuff were used during the growing season.
New Oxley Ranche Company.	6	25	4	647	Oats, timothy, native grasses.	1	Bromus was sown with the oats but made little showing during the year. Ditch broke during the spring and seventy-seven acres of oats did not get enough water.
King, P. W.	23	1	5	80	Timothy.	2	First cutting after seeding, average length about thirty inches.
Card, C. O.	3	25	4	.....	Garden stuff and vegetables	1	Irrigated lands are in gardens in village of Cardston. All vegetables did well and were greatly aided by irrigation. Turnips and roots yielded from 200 to 500 bushels per acre, potatoes from 100 to 200 bushels to the acre.
Thibaudeau, J. B.	5	29	4	20	Oats, timothy.	1	Only necessary to irrigate once owing to wet season.
Braniff, D.	11	23	3	.....	No details	2	Very heavy hay crop where freely irrigated. Wheat was destroyed by hail.
Furman, John	1	26	4	50¾	Barley, oats, timothy, bromus, vegetables	.....	Irrigated land is of five-fold value, safe with water, unsafe without. Oats weighed forty to forty-three pounds per bushel.
Schmid, H.	18	4	5	100	Native grasses	2	No details given.
Turner, R.	21	3	5	60	" "	.....	Ditch was destroyed and no details given.
Anderson, G., jr.	21	3	5	75	Oats, native grasses	.....	Dam destroyed by flood previous year and ditch filled up. Could not get water for irrigation when needed.
Anderson, G., sr.	21	3	5	15	Native grasses	.....	" " " "
McCormick, James.	11	23	3	9½	Oats, vegetables	3	Land was covered with water by overflowing of creek.
Hull Brothers & Co.	22	1	5	470	Barley, oats, timothy, bromus, native grasses, vegetables.	2	A great portion of timothy and bromus was sown five years ago, consequently results are not so satisfactory. Too much water is liable to kill bromus. Garden crop was exceptionally good.
McHugh, T. P.	19	23	4	150	Wheat, barley, oats, vegetables	1	Irrigating in the fall and again the following spring ensures a crop. Garden crop was the finest I have ever grown.
Dowling, Annie.	22	3	5	28	Barley, oats, timothy, vegetables	1	Barley and oats cut green.
Moore, W.	10	25	3	50	Oats, native grasses	2	Oats irrigated once. Native grasses first watered in May and had two waterings afterwards.
Pollock, D. H.	7	21	3	62	Native grasses, vegetables	2	Did not get very good returns, the grass thickened but did not grow to any length. Potatoes did well.
Lawson, H. C.	21	19	2	.....	No details as to acreage. Native grasses.	.....	Continuously irrigated a hay meadow of native grasses. Cut 375 tons of hay where previously only 175 tons have been cut. Ditch broke before I wanted to let water off, or would have cut more hay.
Austin, W. E.	20	1	5	40	Native grasses	10	No details given.
Wallace, A. T	18	24	3	10	Wheat, barley, oats.	2	Cut green for feed.
Dixon Brothers.	10	26	3	47	Oats, timothy and alfalfa mixed, bromus	3	Timothy and alfalfa was very thin and not worth cutting.
Cross, A. E.	16	1	5	4	Bromus, vegetables	3	Results very satisfactory.
Johnston, J. L.	21	22	4	55	Oats	.....	Dam broke in spring and irrigation was impossible.
Lindquist, A. A.	1	26	4	30¾	Timothy, vegetables	.....	No details given.
Fisher, Joseph	21	2-3	5	200	Native grasses	3	Results very successful. Parts of the meadow were regularly irrigated at intervals, and the crop was the best return ever had since I began to irrigate.

Name.	Location of Lands.			Acreage under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Moseley, W. R.	22	3	5				No details furnished. Rainfall sufficient without aid of irrigation.
Stewart, John	10	26	3	25	Barley, oats	1	All irrigation done prior to seeding, when land was soaked for about a week.
Hull Brothers & Co.	22	1	5	598½	Wheat, barley, oats, rye timothy, bromus, vegetables.	1	Fall irrigation. Oats and rye cut green.
Gardner M.	24	4	5				No details furnished. Found irrigation unnecessary owing to wet season.
Fisher, Joseph	21	2 3	5	300	Native grasses	3	Cut nothing under irrigation except native hay; about 100 acres for feed for cattle in winter. Irrigation is a decided improvement on my land, even in the wettest of years.
Sheepy, Joseph	22	1	5				Irrigation not necessary owing to plentiful rainfall. Find it very beneficial in dry seasons.
McLaughlin, J. W.	19	29	4	153	Wheat, oats, vegetables	2	Wheat cut green for hay.
Hammond, G. R.	10	25	3	7	Wheat, oats	1	Sowed bromus with the oats and it came up good.
Woolf, J. W.	2	25	4	136	Timothy, bromus, native grasses	3	No details given.
Quail, W. H.	12	29	4	30	Timothy, bromus	1	" "
West, John N.	2	28	4				No crop under irrigation this year.
Law, John	9	2	5	32	Oats, timothy, bromus	1	First year on ranche. Do not understand sufficient about irrigation to get best results.
Dudley, C. H.	5	22	4	117	Wheat, oats	1	Only watered part of land cropped with oats, and in that piece got one-third more yield than on balance of land cropped.
Rasmussen, R.	5	22	4	23¾	Wheat, oats, bromus, vegetables		Had also three tons of fodder roots and one ton of garden truck. Used the three acres of bromus for pasture.
May, E. G.	24	2	5				On account of so much wet was unable to get hay off land.
Lachance, P.	8	25	4				No details furnished. Did not irrigate this year.
Lane, George	14	29-30	4	152½	Oats, alfalfa, native grasses, vegetables	2	No information given as to yield of crop.
Vaughn, J. H.	1	24	4	160	Native grasses	2	No details given.
Stewart, W. R.	11	29	4	187¼	Wheat, oats, timothy, vegetables		Seven acres of pease were hailed out and cut for hay.
Burn, H. St. G.	7	2	5	40	Oats, timothy, vegetables	1	Timothy had been in too long; it grew thick in bottom but not to any length. Oats did not require water owing to heavy rainfall.
Pollock, D. H.	7	21	3	78¼	Oats, native grasses, vegetables	2	Oat crop not threshed; had about three tons of straw for feed. Garden truck did well. If weather is warm and dry do not think hay land can have too much water, providing water is not too cold. Have known meadows to be ruined by cold spring water.

Pearce, William	24	1	5				Irrigation not required owing to wet season. A little irrigation was done on garden, with good results. Have slight experience with fall and spring irrigation. Late fall irrigation gave excellent results; it left the soil in splendid condition for beneficial action of the frost during winter, the ground being ploughed and thrown up loose, so that the seed bed the following spring was in best possible condition. I tried spring irrigation once, immediately after the grain was sown, and it was too dry to start the grain to sprout. The results were all right on my side, but on soils containing a large amount of clay, there would be the possible danger of "baking."
Salt, R. S. & E.	1	26	4	20	Native grasses		No particulars given as to yield. This is our first year for irrigation, we cut about four times as much hay on land irrigated as we did on same land without irrigating in previous years. Water on native grass continuously from April to July.
Cyr, Dolphis	6	29	4	100	Timothy, native grasses		On native grass land needs used water continuously from April to July.
Carter, D.	22	2	5	60	Timothy	1	No details given.
Harker, E	3	25	4	20	Native grasses	1	Land was used for pasture, but there was a good yield. Little irrigation required owing to frequent rains.
Sex Smith, J. L.	18	28	4				No details furnished. Owing to wet season no irrigation was necessary.
Banister, A. E.	22	28	4	35	Oats		Had about 20 tons of straw. Owing to wet season no irrigation was necessary.
Wallace, R. A	19	28	4	505½	Oats, timothy, native grasses, vegetables	1	Season too cold for good results.
Stuart, W. D.	24	4	5	49½	Wheat, oats, rye, vegetables		Grain and rye crops cut green for hay.
Evans, James	5	21	1	21½	Wheat, oats, vegetables		These crops were all on new ploughed sod.
Glengarry Ranch Co.	12	29	1	161	Oats, timothy, vegetables	1	About 20 acres of oats were sown on sod ploughing (old meadows broken up in spring); rather light crop. Had a fine crop of timothy, a volunteer crop from the sod ploughed under in the spring. Season wet, and only one application of water.
Elton, C. W. S.	8	1	5	36	Timothy, bromus, native grasses	2	I believe late fall irrigation is conducive to early growth in spring. Owing to wet weather during haying time some of the brome and native (rye) grass was badly beaten flat, largely due to heavy crop and extra rank growth. Part of the timothy was irrigated slightly in the fall, after the crop had been taken off.
New Oxley Ranch Co	6	25	4	582	Oats, timothy, bromus, native grasses, vegetables	3	No details as to yield of hay and vegetables. Had about 2 tons per acre of oat straw. Think early irrigation is best. Some fine timothy and bromus has been raised by irrigation, where without irrigation it would have been very little use. No fall irrigation has been done in this section.
Anticknap, H.	18	18	2				No results owing to destruction of dam.
Brown, O. E.	24	1	5				No irrigation was done owing to very wet season.
McHugh, T. P.	19	22	4	89	Oats, vegetables	2	No details *re* yield of vegetables. Find that spring and fall irrigation suits my land best, as it is clay bottom and holds the moisture. We had sufficient rains through the summer to keep the growth up.
Robertson, T. W.	19	28	4	500	Native grasses	1	No details given.
Norrish, J. D.	15	29	4	55	Timothy, native grasses	1	" "
Lindner, John	6	29	3	5¾	Oats, vegetables	3	Oats cut green. Garden truck did very well.

Name.	Location.			Acreage under Crop.	Description of Crop.	Number of Irrigations.	General remarks.
	Tp.	Rg.	Mer				
Lyndon, C. A. & W. A.	12	29	4	51¾	Wheat, oats, timothy, bromus, vegetables.	3	Half the oat crop cut green for hay. Poor yield of potatoes; used too much water. Good yield of garden truck.
Thibaudeau, J. B.	5	29	4	53¾	Wheat, oats, timothy, bromus, native grasses, vegetables.	2	Had 25 tons of oat straw. No results given as to vegetable crop.
Jones & Smart	19	15	3	35½	Timothy, bromus, native grasses, vegetables.	3	No details given.
McKinnon, John	21	2	5	300	Wheat, native grasses.	2	Wheat (mixed) cut green for hay.
Marshall, H	5	29	3	104¾	Barley, oats, native grasses, vegetables.	2	Barley and oats cut green, but yield not given. Had to keep water on the native grasses continuously on account of the quality of the soil—it hardens when it is dry and stops the growth of grass.
Godsal, F. W.	7	1	5				No irrigation required owing to sufficient rainfall. Fall irrigation would do no good as the soil does not hold the water, gravel being immediately underneath.
Lee, W. R.	6	1	5				No irrigating done this season, as the rainfall was too copious during the growing season.
Indian Dept. (Blackfoot Reserve).				162¾	Oats, vegetables.		No irrigating done this season, owing to sufficient rains. Had about 400 tons of oat straw.
Braniff, D	11	23	3	192	Wheat, barley, oats, bromus, native grasses, vegetables.	2	No details given.
Greeley, H. A.	10	26	3	53½	Wheat, barley, oats, bromus, native grasses, vegetables.	1	No record kept of results.
Peterson, C. W.	23	1	5				No irrigating done owing to wet season.

Name.	Location of Lands.			Acreage under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Moseley, W. R.	22	3	5				No particulars furnished. Irrigation not required owing to sufficient rainfall.
Stewart, John	10	26	3	53	Wheat, barley, oats, speltz	1	Had 83 tons of straw after threshing. Barley was badly damaged by hail. All irrigation was done prior to seeding when land was soaked for a week.
Hull Brothers & Co.	22	1	5	283½	Wheat, barley, oats, speltz, timothy, bromus, vegetables.	1	Land was irrigated during the previous fall. Also cut 300 acres of oats green and had 1,200 loads. All kinds of vegetables and hay were good crops.
Gardner, M.	21	4	5				No details supplied. Irrigation was not required.
Fisher, Joseph	20-21	2 3	5	300	Native grasses	3	" " Part of the hay was left for winter feed for cattle.
Sheepy, Joseph.	22	1	5				No details supplied. Irrigation was not required. Irrigation is a great help in dry seasons, especially for killing out 'foxtail'.
Johnson, E.	22	3	5	39	Barley, oats, timothy	2	Oats cut green. Had about 9 tons of barley straw after threshing. I believe in irrigation.
McLaughlin, J. W.	19	29	4	151½	Timothy bromus, vegetables	2	First crop of timothy and bromus.
Hammond, G. R.	10	25	3	7	Bromus, vegetables	1	Of the vegetable crop about 10 tons were turnips. About July 1 all crop was destroyed by hail, and only a poor crop came up afterwards.
Woolf, J. W.	2	25	4	136	Timothy, bromus, native grasses	3	No details given.
Quail, W. H.	12	29	4				Irrigation not necessary owing to bountiful rains. No particulars supplied.
West, J. N.	2	28	4				Irrigation not necessary owing to bountiful rains. No particulars supplied.
Law, John.	9	2	5	19	Oats, timothy, native grasses		Oats cut green. Too much rain to say what effect irrigation had.
Rasmussen, R.	5	22	4	84½	Wheat, oats, bromus, vegetables		Had 30 acres fall wheat sown in September and November of previous year. 20 acres of oats were on breaking. No irrigation necessary.
New Oxley Ranche Co., Secs. 21 & 27.	6	25	4	335	Oats, timothy, bromus		Oats cut green. Season wet and not much irrigation necessary. Land kept constantly moist. It is hard to give timothy too much water.
Sharples, C.	12	28	4	72	Oats	1	I had water on before breaking and thoroughly soaked the land. The green feed grown on this land was very heavy and grew fast. Some 10 acres broken and sowed without irrigation did not yield nearly so well, although sown earlier.
May, E. G.	21	2	5				Unable to get on land on account of so much wet.
Lachance, P.	8	25	4				No details supplied. Irrigation not required owing to so much rain.

Name.	Location of Lands.			Acreage under Crop.	Description of Crop.	Number of Irrigations.	General Remarks.
	Tp.	Rg.	Mer				
Nelson, John	8	1	5	79½	Oats, native grasses, vegetables		I first irrigated on May 1 and kept changing the water on it till July 15. Oats should not be irrigated until stooling is complete, otherwise the stooling is stopped. Oats irrigated before stooling is completed will ripen from 10 to 15 days earlier than if irrigated later. Barley will not stand irrigation, it turns to smut. Onion seed sown April 1, and watered immediately and kept irrigated until they are the size of a five-cent piece, if too much water used it keeps them growing and keeps the heart soft. I raised 6,000 lbs. on ¼ of an acre. Cabbage will take all the water that can be given them. I got 12,000 lbs. from ¼ of an acre. Cauliflower require to grow in water from the time they commence heading until they finish growing. Had 2,300 lbs. from ¼ of an acre. Carrots will stand lots of water, I got 6,000 lbs. from ¼ of an acre. Parsnips, turnips and swedes require very little water. I over-irrigated them which made light yield and poor quality. From ¼ of an acre I had 2,400 lbs. of parsnips, and 2,800 lbs. swedes from ¼ of an acre. An irrigator must use his own judgment, and consider the nature of the land he is working on, whether clay or gravel subsoil. My experience is that with a gravel bottom too much water cannot be put on, but on clay subsoil it takes a practical man to handle the water, if too much water is used it will settle to the lowest places in the field and drown out that spot, no matter how large or small it may be. My experience with timothy is, the sooner water is put on in the spring and the more water used, the more hay will be got.
Lane, George	11	29-30	4	202½	Oats, alfalfa, native grasses	2	No details given.
Fauquier, H. H.	10	25	3	24	Wheat, barley, oats, bromus, vegetables	2	Had 2000 head of cabbage. Had 18 loads of straw after threshing grain. All crops badly spoiled by hail.
Vaughn, J. H.	1	24	4	163	Timothy, native grasses	2	No details given.
Stewart, W. R.	11	29	4	247½	Wheat, oats, timothy, bromus, native grasses, vegetables.		Oats cut green. Had eighty tons of straw after threshing. Vegetables include 300 bushels of pease from ten acres, sown to that crop. On account of wet season did not irrigate any land.
Burn, H. St. G.	7	2	5	41	Barley, oats timothy, alfalfa, vegetables		Timothy was too thick in some places and will have to be well disced or ploughed up. Alfalfa was only sown last spring (with oats) had a good growth about a foot high. If it stands the winter, will irrigate next spring.

Pollock, D. H..	7	21	3	84	Oats, native grasses, vegetables.	2	I had good success with all kinds of garden truck, with the exception of tomatoes which do not ripen. Have raised nearly every kind of vegetable this season and had them good. It is impossible to raise a garden in this part of the Territories without irrigation. I had a splendid crop of blue joint hay this year. I let the water on hay land as soon as I consider the ground is warm enough. June, this year, was cold, and I did not have water on once during that month. Had it on in May but only for a short time.
Pearce, William	24	1	5				No details given. Irrigation not required owing to wet season.
Salt, R. S. & E.	1	26	4	20	Native grasses.		No details given. We had a much heavier crop of hay where irrigated.
Burke, A. E	12	30	4	61	Oats, vegetables.		Oats cut green. Irrigation not required owing to wet season.
Cyr, Dolphis	6	29	4	95	Timothy, native grasses.		Land was irrigated continuously from April to July. No details given.
Blumel, F.	5	22	4	1	Wheat	1	No details given.
Carter, D	22	2	5	60	Timothy.	1	No details given.
Sex Smith, J. L.	18	28	4				Irrigation not required. Growth was good; owing to wet season.
Banister, A. E.	22	28	4	33	Oats		Irrigation not required. Land sufficiently moist by rains. Had sixteen tons of straw after threshing.
Wallace, R. A	19	28	4	535½	Wheat, oats, timothy, native grasses, vegetables.	1	No record kept of yield of wheat and vegetables. I irrigated only a small portion of timothy, when rains coming on, we stopped, but wherever water was used the hay was much better.
Stuart, W. W.	24	4	5	13½	Wheat, barley, oats, rye vegetables		Wheat, oats and rye cut green. Irrigation not necessary owing to so much rain during the season.
Evans, James.	5	21	4	44½	Wheat, oats, vegetables.		No irrigation necessary. Had ten acres of fall wheat, sown on Oct. 25, 1900, harvested on Sept. 10, 1901, yielded 30 bushels per acre. Also sowed one-tenth of an acre with Persian wheat on May 10, harvested on Sept. 28, yielded 7½ bushels.
Glengarry Ranche Co	12	29	4	252	Oats, timothy, bromus.		Wet season and irrigation not required. Early part of season was cold and backward. Timothy was rather short. Bromus first crop, only about half the field went to seed, season too cold. Our ground is heavy clay loam and wants warm weather to give good results.
Elton, C. W. S.	8	1	5	40	Timothy, bromus, oats.		Twelve acres of unirrigated timothy yielded fifteen tons, and seven acres of unirrigated bromus yielded eight tons, while unirrigated native grass gave but two-thirds of a ton per acre. Irrigation helped the hay crop over in hot dry weather in June and July. Timothy was slightly irrigated in the previous fall.
New Oxley Ranche Co. Secs. 18 and 19	6	25	1	672	Oats, timothy, bromus, native grasses, vegetables.	5	No record of yield of hay. Think early irrigation is best. Some splendid bromus and timothy has been raised. As a rule four or five irrigations are sufficient. No fall irrigation has been practised.
Anticknap, H.	18	18	2	11	Garden stuff	2	No details furnished. Spring was dry, but summer was very wet. All kinds of garden stuff received benefit from irrigation.
Brown, O. E.	24	1	5				No detailed information supplied. Irrigation not required owing to wet season.
McHugh, T. P.	19	22	4	89	Wheat, vegetables	2	No information given as to yield of vegetables. Wheat cut green.
Robertson, T. W.	19	28	4	890	Timothy, native grasses	1	Good results. Timothy was disced in on the sod.

Name.	Location of Lands.			Acreage Under Crop.	Description of Crop.	Number of Irrigation.	General Remarks.
	Tp.	Rg.	Mer				
Norrish, J. D.	15	28 & 29	4	71	Oats, timothy, native grasses	2	Had 12 tons oat straw after threshing.
Lindner, John	6	29	3	32	Wheat, oats, native grasses, vegetables.. ..	1	Wheat not threshed, but a good crop. Had 8 tons of oat straw after threshing. Garden truck was a good yield.
Lyndon, C.A.&W.A	12	29	4	81¼	Wheat, oats, timothy, bromus, vegetables ...	1	Wheat and oats cut green. Spring and early summer were wet and no irrigation was necessary. Everything in garden grew well and ripened in time. Water put on the land in the previous fall.
Thibaudeau, J. B....	5	29	4	81½	Wheat, oats, timothy, bromus, native grasses, vegetables.	4	Had 34 tons of wheat and oat straw after threshing. Also had 4 tons of oats cut green.
Jones & Smart . .	19	15	3	31½	Bromus, native grasses, vegetables..... ...	3	Had 25 tons of hay and 100 bushels of potatoes.
Millar, M. T.... ...	21	3	5	18¾	Oats, rye, timothy, alfalfa, bromus, vegetables	.....	No irrigation required on account of heavy rainfall Oats and rye cut green for hay.
Marshall, H.....	5	29	3	104½	Oats, native grasses, vegetables...	.....	My hay meadow has been irrigated four seasons, but did not yield any crop until 1900, as I did not keep it wet enough. For the past two seasons have kept water on continuously and have had good crops.
Patterson, Robert...	8	24	4	20	Native grasses.	1	Owing to repairs to ditch was unable to irrigate grain, &c.
Godsal, F. W.....	7	1	5	.... ..	....	.....	No details furnished. Irrigation not necessary as the rainfall was sufficient and came when needed. Green feed was caught by snow before ready to cut, and badly beaten down.
Lees, W. R.....	6	1	5	.....	....	.....	No details furnished. Irrigation not required owing to plentiful rainfall.
Indian Dept. (Blackfoot Reserve.)	....	...	....	162¼	Oats, vegetables.....	.....	Had 400 tons of oat straw after threshing. Irrigation not required owing to wet season.
Dixon Brothers.....	10	26	3	69	Oats, alfalfa, bromus, native grasses, vegetables.	3	The past season was a favourable one. Land well cultivated would produce good crops this year without irrigation.
Braniff, D.....	11	23	3	229¾	Wheat, barley, oats, pease, bromus, native grasses, vegetables.	3	We got completely hailed out twice this season, first storm on July 2, mowed the crops close to the ground. Grain crops were the best I ever saw in any country, previous to the storm. The second storm on August 5 destroyed the second crop of grain and a good deal of fine hay. Those were the first hailstorms I have seen in the country.
Greeley, H. A.....	10	26	3	53½	Wheat, barley, oats, bromus, native grasses, vegetables.	1	Cut 12 acres of barley green. No record kept of hay crop. The ground for grain and roots was well saturated before sowing. No irrigation after crops were up. Heavy hailstorm on July 1 injured all crops, particularly barley, which had nearly all heads cut off.

Quorn Ranche Trustees.	20	2	5	.... ..	....	.....	Owing to wet season irrigation was not necessary. Unable to furnish required statistics.
Peterson, C. W.....	23	1	5	.....	....	.....	Owing to wet season irrigation was not necessary. No information furnished.

The concensus of opinion as to results from irrigation as scheduled above indicates that during dry seasons most satisfactory results have been obtained. The crops raised have included all the coarse grains and fodder crops, together with vegetables, and particular attention is directed to the statements made by several irrigators that good crops of grain, hay and vegetables have been obtained by irrigation from land which previously produced nothing but a sparse crop of native grass, the experience so far obtained, and as is indicated above, shows that but poor results are obtained from the irrigation of native wild grasses. In many cases one or two applications of water have improved the growth of these grasses, but ultimately it is found that a new grass comes up in these irrigated meadows, and that the old grass is more or less killed out. This is easily understood when it is remembered that the native grass in the semi-arid region is the product of more or less arid conditions, and that the supplying of extra moisture through irrigation will necessarily change the character of the native grass. Realizing these facts, many irrigators have broken up large areas of meadow land under their ditches, and have gone in for timothy, bromus, rye and other fodder crops, with most gratifying results.

METHODS OF IRRIGATING.

So far the methods followed by irrigators in the semi-arid district in supplying water to their crops have been simple, and it is found in many cases that the best judgment has not been used. In irrigating hay meadows a simple process of flooding is followed, while for grain or vegetable crops the water is conducted through the crops in small furrows. Both systems are dependent upon getting the distributing ditches, which take the water from the main ditch or canal, located along the highest land in the field to be irrigated, so that the water will flow easily and quickly over the lower portion of the field. The laying out of these main laterals or distributing ditches is a matter requiring intelligent care and judgment, and is not given sufficient attention by many of our irrigators. As a consequence the water is not evenly distributed or readily controlled, and the result is noted in the uneven character of the crop and in the creation of swamps in low lying spots.

Irrigation, to produce the best results, should be accompanied with sufficient drainage, and should carefully avoid the use of too much water. Unfortunately, this matter is one requiring considerable education and experience, and it will take time to give our irrigators a due appreciation of the disastrous results which follow from overloading or waterlogging the soil with an excessive quantity of moisture.

It is erroneous to suppose that irrigation farming can only be successfully undertaken by those having special knowledge and means. The irrigation development of western America has been accomplished by immigrants who had no previous knowledge of the growth of crops by the artificial application of water, and although experience in this, like all other kinds of farming, is valuable, some of the most successful results in our semi-arid districts have been obtained by settlers who had practically no guide but their own common sense in irrigating their crops. The tendency to use too much water is common with all irrigators, but intelligent observation of his crop's growth should soon teach the irrigation farmer that harm instead of benefit is sure to result from wasteful and careless methods in applying water.

Irrigation is practically an insurance on the production of crops, and there is no doubt that the small farm well irrigated, is a much more certain source of livelihood and of possible surplus earnings, than the large farm situated in a sub-humid region and subject to sporadic droughts.

The results from irrigation are largely dependent upon the intelligence and energy brought to bear in constructing the systems for the distribution of the water, and in producing crops by the application of this water to the land; successful agriculture or horticulture by the method of irrigation is as much dependent upon energy and hard

work as is success in any other branch of industry. The irrigator, however, knows that his hard work will bring a sure return, and he, therefore, has an inducement to energy and thrift which is not experienced by the farmer who is dependent upon varying conditions of rainfall to supply the moisture needed by his growing crop, and is never sure of his harvest until the crop is cut.

Irrigation is not the panacea for all ills which some claim and expect from it, but that it will render a large portion of the arid region now useless and unproductive capable of supporting a dense and prosperous population is beyond argument.

EFFECT OF IRRIGATION ON SUMMER FROSTS.

The question of the effect which irrigation will have in increasing or decreasing the summer frosts which occur in certain portions of the arid region is one of deep interest to the residents of these districts.

At first glance it would seem that the wetting of any considerable areas of land would have the effect of cooling the atmosphere and increasing the probability of frost, for it is within the experience of many that low, wet or swampy lands are very much more subject to frost than the high and dry bench lands. However, the data obtainable regarding the experience of certain of the states and territories in the United States upon this subject leaves no room for doubt that the application of water through irrigation has quite a contrary effect to that mentioned, and that the recurrence of summer frost has been diminished thereby.

It is not proposed here to go into a discussion of the probable reasons for this phenomenon, such discussion being deferred until data founded upon the experience of our arid region, and corroborative of that mentioned, can be quoted, and the matter fully and intelligently dealt with. It will probably be sufficient at this time to state the fact that in certain of the irrigation areas in the central and northern irrigation states much disappointment and loss were experienced in the early days of irrigation owing to summer frosts, and that in these same districts the recurrence of frosts is becoming much more rare, and crops are now successfully raised, which, owing to their susceptibility to frost, would not have been attempted by the most sanguine many years ago. It will also be of interest to note that in Southern Alberta during the past year the writer observed irrigated crops which were untouched by frost while adjoining unirrigated portions were destroyed, these remarks being equally applicable to vegetables and grain.

From a careful consideration of the facts obtainable upon this subject it may safely be assumed that among the beneficial results which will accrue to our arid areas from irrigation, not least important will be the favourable influence which it will have in diminishing summer frosts.

IRRIGATION SURVEYS

IRRIGATION SURVEYS.

When the movement towards the introduction of irrigation works in the semi-arid region became pronounced, it was at once realized that it developed upon the government to undertake the general irrigation surveys in the region necessary to provide such information regarding the general contour of the country, the source and quantity of the water supply, and the possible and proper distribution of the same, as would be required to enable the government to properly administer the law relating to the use of water for irrigation which was passed about that time, and secondarily as a foundation for the subsequent detailed surveys which might be undertaken by companies or individuals preliminary to the construction of irrigation works.

The surveys which after careful consideration of the work of a like character which was being done in other countries, it was finally decided to undertake, consisted of two distinct classes of work, viz.:—Topographical surveys, to determine the general contour and elevations in the semi-arid region, and hydrographic surveys, to determine the location and volume of the water supply. To these was subsequently added, as is explained more fully further on, the preliminary location of certain main irrigation canals, which are intended to reclaim large areas by diversion of water from some of the larger streams.

The surveys of the classes referred to have been carried on largely as independent operations, and about in the order mentioned; they are, therefore, dealt with under separate headings for convenience of reference.

TOPOGRAPHICAL SURVEYS.

The area embraced within the tract which will ultimately be covered by the topographical surveys contains a wide range of different classes of country. In the eastern and middle sections we have open plains comparatively flat, and unbroken in contour, while in the west the high, rolling foothill country is met, and finally on the western boundary of the tract the steep slopes and broken contour of the eastern face of the Rocky Mountains are encountered.

These areas being so widely different in character naturally require different treatment in carrying on topographical surveys, and in fact two systems showing wide differences both in foundation and details have been followed.

Prior to the inception of the irrigation surveys the greater part of the open or plains region, and a portion of the foothills district, had been covered by the surveys performed under the land survey system, and these surveys, therefore, provided the skeleton outline of distance and direction required as the foundation for further topographical investigations. These land surveys have been clearly defined upon the ground with more or less permanent marks at all township and section corners, and the use of these marks did away with the necessity of adopting any system of triangulation or geodetic surveying to locate topographical features or establish points of departure. Our topographical surveys were, therefore, designed to build up on the skeleton outline provided by the land surveys the necessary additional information to permit contour maps of the country to be issued as a basis for all future detailed surveys for irrigation undertakings. Several different systems of obtaining the necessary topographical data upon which to base these maps presented themselves, but the scheme of work as finally adopted was as follows, dealing first with the work in the open or plains region.

The country has been divided into blocks by following the township outlines, these blocks varying in size from four townships, or 144 square miles in the broken or foot-

hills region, to sixteen townships, or 576 square miles in the more open and gently rolling portions.

Along the lines bounding the blocks careful levels are run which are all referred to the common datum of sea level, the elevations being determined at sufficiently frequent intervals to enable contours to be located, and the general topography along these lines is noted from careful chainage, using steel band chains.

At points where streams or other permanent features are intersected, and in all cities, towns or villages intersected by or adjacent to the lines being run, permanent bench marks are established and properly numbered and marked for future reference.

The skeleton outline provided by above operations is then used as a basis for the completion of the detailed surveys of the topography within the blocks. Originally the scheme followed in completing this contour survey was to trace the main contours by rapid traverse surveys from one boundary of the block to the next, determining the elevations by use of aneroid barometers, and filling in details by rapid sketches. This system, however, did not produce satisfactory results, and was soon abandoned for a system based upon the use of Short's telemeter level, which it may be of interest to explain somewhat in detail, as it has produced very satisfactory results, and has been used for the first time in Canada on this work.

The main features are: the measurement of distances without the use of a chain; the computation of elevation by means of vertical angles, and the automatic method of obtaining gradients on slopes.

Distance is obtained by taking two readings at different vertical angles on the rod, which is an ordinary engineer's levelling rod divided to hundredths of a foot.

The horizontal circle of the telemeter is graduated from 10½ up to 1,200. Certain stated numbers on the circle are designated as pairs, and must always be used in conjunction with one another for the double readings necessary in this work. The entire upper surface of the horizontal circle is shaped to form a curve, so that when the telescope is revolved it is mechanically tilted either up or down as desired. If the telescope tilts upwards when revolved, the leveller need only reverse it end for end in the Y's to obtain the opposite result, viz.: a downward tilt; in fact, one end of the lower bar bears the word 'Rise' and the opposite end 'Fall,' so that the leveller merely has to keep the telescope eyepiece over the word applicable to his sights.

For example: Suppose that a steep rising bank has to be levelled up, the leveller places the eyepiece end of his telescope over the word 'rise,' he then clamps the index at zero on the horizontal circle and levels the instrument as if it were an ordinary Y level. After this he revolves the telescope until the cross hair intersects the rod near either extremity. The position of the index on the vernier is then noted, and the most adjacent pair selected. Suppose this pair to be 12½ and 16⅔, the reading at 12½ is 12 feet, and at 16⅔, 4 feet, which gives a distance of 800 feet from instrument to rod, because the difference between the two readings of any pair is the horizontal distance in feet, counting each hundredth of a vertical foot on the rod as one foot horizontal. Thus distance is obtained by the simple method of subtracting the less from the greater reading.

The ground elevation of the rod above the ground elevation of the instrument is computed for a 'fall' reading by dividing either one of the pair numbers into the horizontal distance, then adding the rod reading of the pair number used to the dividend and subtracting the height of the instrument from the result. For a 'rise' reading the height of instrument is added and the rod reading subtracted, just reversing the 'fall' computation.

The gradient of the ground surface between instrument and rod is obtained by revolving the telescope on the horizontal circle until the reading on the rod corresponds with the height of instrument; then the number to which the index points on the horizontal circle represents the distance in which a rise or fall of one foot occurs. For example: The height of instrument is 5·0 feet, by revolving the telescope the cross hair is brought to intersection with this number on the rod; the index now rests at 75·7=

gradient, 1 foot in 75·7 feet. The taking of gradients in this manner forms a valuable check on the levels.

The telemeter can be used as an ordinary Y level by reading the rod with the index clamped at zero, then revolving from zero to 100 (to obtain distance) 0 and 100 being a pair. To work the telemeter level to its best advantage a long base is necessary, that is to say, the longer the horizontal base is the greater the vertical angle will be. My greatest vertical distance taken at one reading was 138 feet, and the base (or distance from instrument to rod) was 1,415 feet. The rod used being a 16-foot one, limited my length of base to 1,600 feet theoretically, but practically to between 1,500 and 1,600 feet.

The results of our topographical surveys as finally issued for public information will be readily noted for the accompanying maps.

In completing the topographical surveys to date, 1,475 miles of levels have been run along the outlines of blocks, and some 1,956 miles of levels have been run with the telemeter level in determining contour intervals.

The area so far covered by the detailed topographical surveys comprises 2,256 square miles, and the average cost of the work amounts to the very low figure of $2.59 per square mile.

The permanent bench marks which have been established in connection with topographical surveys so far completed are scheduled below for convenience of reference by those who may find it necessary to refer to such marks in connection with surveys they may have in hand for irrigation ditches or canals.

No.	Location.	Sec.	Tp.	Rge.	M.	Elevation.	Remarks.
1	On N.W. cor. Calgary post office	15	24	1	5	3401·00	2nd course.
2	On S.E. cor. Calgary court house	16	24	1	5	3406·00	5th "
3a	On Waterworks chimney	16	24	1	5	.....	Effaced by action of weather.
3	At N.E. corner	36	24	2	5	3607·60	On I.P.
4	On Nose Hill 2 chs. N. of a point 20 chs. E. of N.W. corner	31	24	1	5	3841·40	On sandstone outcrop.
5	125 ft. S. of Elbow river—52·17 chs. S. of N.E. cor	25	23	2	5	3490·02	On I.P.
6	10 chs. W. of N.E. cor	34	24	2	5	3468·40	"
7	35 chs. S. of N.E. cor. (13 ft. E. of Fish creek)	1	23	2	5	3488·15	"
8	At N.E. cor. of	36	24	3	5	3784·15	"
9	26 ft. S. of Pine creek—25 chs. S. of N.E. cor	1	22	2	5	3538·45	"
10	At N.E. cor. of	36	24	4	5	8959·89	"
11	5 ft. N. of centre of Md. at N.E. cor. of	36	20	2	5	3799·71	"
12	35·27 chs. W. of N.E. cor	31	24	4	5	3962·50	"
13	10 ft. S. of Sheep river—49 chs. S. of N.E. cor	25	20	2	5	3609·80	"
14	1 ch. N.W. of ¼ E. of	13	24	4	5	3873·40	" destroyed by new bridge construction.
15	30 ft. N. of High river—33' W. of E. Bdy, sec. 1 & 55 chs. S. of N.E. cor.	1	18	2	5	3694·61	On sandstone slab 6 ft. x 2 ft. x 1·5 ft.
16	At N.E. corner	36	22	4	5	4514·60	On I. P.
17	50 ft. N. of S. branch, Highwood river—10' E. of point 47·05 chs. S. of N.E. corner	36	17	2	5	3732·73	On sandstone slab 3 ft. long x 10 in. thick.
18	11·70 chs. S. of Fish creek—at N.E. cor	24	22	4	5	3965·25	On I.P.
19	75 ft. W. of S. fork Highwood river—20 chs. W. of N.E. cor	33	16	2	5	3974·60	" approximate elevation only.
20	At N.E. corner	4	22	3	5	3890·60	"
....	"	36	16	3	5	4545·20	" (not marked).
21	"	36	16	2	5	4403·52	"
22	"	2	21	3	5	3817·10	"
23	74 ft. W. of Mosquito creek—11·98 chs. W. of N.E. cor	35	16	29	4	3352·60	"
24	Intersection of W. limit, C. & E. right of way, with N. Bdy. S. 35, 16·65 chs. W. of N.E. cor.	35	20	1	5	3473·50	"
25	50 ft. W. of C. & E. Ry.—3·81 chs. E. of N.E. cor	31	16	28	4	3342·20	"
26	10 chs. E. of N.E. corner	31	20	28	4	3213·70	"
27	105 ft. N. of Mosquito creek—10·5 chs. S. of N.E. cor	12	16	28	4	3277·02	"
28	At N.E. corner	36	20	28	4	3540·75	"
29	50 ft. W. of C. & E. Ry.—1·46 chs. N. of N.E. cor	25	15	28	4	3344·63	"
30	At N.E. corner	36	19	29	4	3398·65	"
31	50 ft. W. of Litttle Bow river—20 chs. W. of N.E. cor	31	16	24	4	3174·08	"
32	On S.E. cor. stone, 5th course, E. wall of High River Trading Co.	6	19	28	4	3371·25	On H. R. T. Coys. store, High river, 5th course.
33	At N.E. corner of	36	16	26	4	3315·10	On I.P.
34	At S.E. corner of	1	19	28	4	3267·85	"
35	89 ft. N. of Little Bow river—5 chs. S. of N.E. cor	12	15	26	4	3079·60	"
36	At N.E. cor.	36	21	28	4	3304·40	"
37	"	36	12	26	4	3196·80	"

38	1·53 chs. S. of C.P.Ry.	16·60 chs. S. of N.E. cor	13	23	28	4	3330·10	"
39	At N.E. cor. of		12	9	26	4	3060·18	"
40	"		36	24	28	4	3277·70	"
41	"		36	5	26	4	3338·41	"
42	"		36	23	26	1	3213·65	"
43	"		36	4	27	4	3495·66	"
44	2 ft. N. of S.E. cor. C.P.Ry. station grounds, Shephard, E. Bdy		13	23	29	4	3338·50	On I.P.
45	At intersection of E. Bdy., R. 26, with S. Bdy. of Blood Reserve, N.E. cor.		12	3	26	4	3876·50	" Marking S. Bdy. of Blood Indian Res.
46	At S.E. cor		1	3	28	4	4138·14	"
47	At N.E. cor		36	24	29	4	3512·45	"
48	At S.E. cor.		1	3	29	4	4352·76	"
49	At N.E. cor.		34	24	1	5	3405·40	" Removed by settlers.
50	Opposite J. Nelson's house, 25 chs. S. of N.E. cor.		36	2	26	4	3793·12	"
51	At N.E. cor		36	26	2	5	3871·20	"
52	120 ft. N. of St. Mary river, at S.E. cor.		6	1	25	4	4136·54	"
53	0·92 chs. W. of C. & E. Ry.; 56·75 chs. E. of N.E. cor.		34	28	1	5	3562·60	"
54	On International Bdy., 8·10 chs. W. of Milk river; 35 chs. E. of S.E. cor.		4	1	23	1	4131·33	"
55	At N.E. cor		36	28	28	4	3166·00	"
56	On International Bdy., at S.E. cor.		1	1	23	4	4595·10	"
57	45 ft. N.W. of a point 5 chs. E. of N.E. cor		33	28	28	4	3137·05	On sandstone ledge.
58	At N.E. cor.		36	4	23	4	3407·80	On I.P.
59	"		36	28	2	5	3744·60	"
60	"		34	4	24	4	3600·00	"
61	20 ft. E. of Beaver dam creek, 20 ft. S. of point, 6 chs. W. of N.E. cor.		36	38	3	5	3608·50	On sandstone ledge.
62	At N.E. cor		36	4	20	4	3411·44	On Township corner I.P.
63	"		36	28	1	5	3921·25	On I.P.
64	"		36	4	19	4	3361·61	On Township corner I.P.
65	12·54 chs. W. of Dog Pound creek, at ¼ N. of		33	28	4	5	3829·00	On I.P.
66	At N.E. cor.		36	4	18	4	3179·80	On Township corner I.P.
67	"		36	26	4	5	4214·45	On I.P.
68	17·14 chs. N. of St. Mary river, at ¼ E.		25	6	23	4	2998·91	"
69	At ¼ E.		25	25	4	5	3642·30	"
70	16·77 chs. N. of Belly river, at ¼ E.		25	8	23	4	2765·24	"
71	At N.E. cor.		36	12	25	4	3156·10	"
72	1·31 chs. W. of Belly river, at N.E. cor		35	8	22	4	2676·77	"
73	At N.E. cor.		36	12	23	4	3237·25	"
74	At ¼ N. of		33	8	21	4	2978·40	"
75	At N.E. cor.		36	10	23	4	3167·80	"
76	On N.E. cor. of Lethbridge court-house		31	8	24	4	2958·78	On 2nd course.
77	At N.E. cor		33	9	21	4	2906·80	On I.P.
78	At ¼ N.		33	8	21	4	2956·17	"
79	At N.E. cor.		36	7	21	4	2996·85	"
80	"		34	8	26	4	3100·55	"
81	"		36	5	21	4	3190·72	"
82	By Pincer creek surveyed trail, 1·36 chs. E. of ¼ N., at N.E. cor.		33	8	26	4	3157·77	"
83	At N.E. cor.		36	3	21	4	4191·30	"
84	At Sta. 52. Surveyed trail Macleod to Pincer creek.		7	7	28	4	3355·68	"
85	At N.E. cor.		36	3	22	4	3697·10	"
86	At Sta. 55. Surveyed trail Macleod to Pincer creek.		12	7	29	4	3359·44	"
	At N.E. cor.		36	3	24	4	3682·48	"

SCHEDULE of Bench Marks established since June, 1894—*Continued.*

No.	Location.	Sec.	Tp.	Rge.	M.	Elevation.	Remarks.
87	At N.E. cor	36	12	28	4	3338·70	On I. P.
88	"	36	1	24	4	4068·74	"
89	"	36	2	24	4	3924·56	"
90	"	36	1	25	4	3937·84	"
91	At intake of St. Mary river canal on S.E. ¼	36	1	25	4	.....	" no elevation on record.
92	At N.E. cor	17	2	24	4	3823·66	On round I. P.
93	At ¼ E. of	2	4	22	4	3588·36	On I. P.
95	At N.E. cor	36	7	1	5	3753·89	"
96	" "	36	6	30	4	3619·21	"
97	" "	36	6	1	5	3854·91	" (small).
98	At ¼ E. of	12	6	1	5	4031·77	"
99	At N.E. cor	36	5	29	4	3730·15	On small I. P.
100	At intake, Bow river canal On S.E. ¼	13	24	1	5	3364·39	On I. P.
101	At N.E. cor	10	23	29	4	3351·31	"
102	" "	36	25	28	4	3333·91	"
103	At S.E. cor	1	23	26		3232·20	"
104	At N.E. cor	36	24	26	4	3046·14	"
105	" "	36	25	26	4	3051·63	"
106	" "	36	23	24	4	3087·54	"
107	" "	36	24	24	4	3022·50	"
108	At C. P. Ry. N.E. of W. fence where intersected by E. Bdy	1	23	24	4	2934·00	"
109	On S. bank of Bow river, 200 feet E. of Langevin bridge	15	24	1	5	3381·16	"
110	3 ft N. of ¼ E. of	5	24	2	5	3577·40	Destroyed by bridge gang.
111	25 feet N. of N. bank Fish creek, 75 feet W. of traffic bridge, on E. Bdy	4	23	1	5	3365·03	On I. P.
112	3 feet N. of Fish creek school plot (S.W. cor.) in S.E. ¼	22	22	3	5	3768·00	"
113	250 feet N.W. of N. end of traffic bridge over sheep river	29	20	29	4	3420·00	Destroyed by bridge gang.
114	On line of telegraph posts—10 feet S. of 1st post N. of Nanton	21	16	28	4	3317·25	On I. P.
115	At Willow Creek N.E cor	36	9	27	4	3139·55	"
116	At trail survey pits, W. end of St. Mary traffic bridge	23	3	25	4	3615·95	
117	At N.E. cor of	36	29	4	5	3828·49	"
118	On N. W. cor. stone of Dixon's store, Maple creek	15	11	26	3	2472·80	On cor. stone.
119	At N.E. cor	36	29	3	5	3515·76	On I. P.
120	" "	36	11	27	3	2512·98	"
121	" "	36	30	4	5	3632·92	"
122	" "	36	11	28	3	2523·66	
123	" "	36	30	3	5	3536·26	"
124	" "	36	11	29	3	2626·65	"
125	" "	36	31	4	5	3584·42	"
126	" "	36	12	29	3	2410·92	"
127	" "	36	31	3	5	3505·81	"

128	" "	36	11	1	4	2419·82	"	Eleven from Maple Creek, on C.P.Ry.
						2409·55	"	" Walsh on C.P.Ry.
129	" "	36	31	2	5	3342·37	"	
130	" "	36	10	1	4	2640·47	"	
131	At W. M. 3 chs. E. of N.E. cor	36	32	4	5	3516·21	"	
132	At N.E. cor	36	11	3	4	2464·82	"	
133	" "	36	32	3	5	3409·82	"	
134	" "	36	11	4	4	2554·71	"	
135	" "	36	32	5	5	3656·01	"	
136	" "	36	11	5	1	2464·87	"	
137	At ¼ N. of	34	32	5	5	3536·03	"	
138	At N.E. corner	36	11	6	4	2345·04	On I. P.	
139	At ¼ E. of	10	33	3	5	3352·24	"	
140	At N.E. corner	36	9	3	4	3252·17	"	
141	"	36	32	2	5	3321·59	"	
142	"	36	8	3	1	3980·99	"	
143	"	36	31	1	5	3227·01	"	
144	"	36	9	1	4	3088·41	"	
145	"	36	30	1	5	3247·65	"	
146	"	36	9	29	3	2950·01	"	
147	"	36	29	1	5	3247·07	"	
148	"	36	9	28	3	2878·44	"	
149	"	36	29	29	4	3120·76	"	
150	"	36	9	27	3	2904·15	"	
151	"	36	29	28	4	3217·69	"	
152	"	36	9	26	3	3154·81	"	
153	"	36	28	27	4	3113·18	"	
154	"	36	9	25	3	3519·03	"	
155	"	36	27	27	4	3039·80	"	
157	"	36	26	27	4	3038·80	"	
159	"	36	25	27	4	3093·85	"	
200	21 chs. N. of N.E. cor. (on N. side of large lake)	36	1	28	4	4558·28	On solid I. P.	
201	At N.E. corner	36	1	29	4	4870·70	"	
202	On E. side of trail just N. of Middle Waterhen lake	25	1	30	4	4179·32	"	
260	8·26 chs. S. of N.E. corner	13	8	3	4	4553·30	On I. P.	
261	At N.E. corner	36	7	2	4	4600·63	"	
262	22 chs. S. of N.E. cor	13	5	3	4	3712·27	"	
263	5 chs. E. of ¼ N	34	4	2	4	3552·93	"	
264	34·27 chs. E. of N.E. cor	31	4	1	4	No elv'tion	"	
265	142 ft. N. of a point 5 chs. E. of ¼ N	35	4	30	3	3349·56	"	
266	At N.E. corner	34	4	27	3	3074·11	"	
267	"	36	4	26	3	3054·86	"	
268	11 chs. E. of S.E. cor	3	7	25	3	3532·84	"	
269	At N.E. corner	36	7	23	3	3776·64	"	
270	45·92 chs. W. of N.E. cor	36	7	25	3	3882·65	"	
271	8 ft. S. of a point 22 chs. W. of N.E. corner	34	7	27	3	4126·49	"	
272	At N.E. corner	34	7	29	3	4381·51	"	
273	At intake of Whitemud canal N.W. ¼ of	21	6	24	3	3118·81	"	
274	3·50 chs. N. of N.E. cor	36	8	23	3	3767·86	"	
276	1 ch. N. of a point 35 chs. W. of N.E. cor	2	10	24	3	3573·03	"	

SCHEDULE of Bench Marks established since June, 1894 *Concluded.*

No.	Location.	Sec.	Tp.	Rge.	M.	Elevation.	Remarks.
277	At N.E. cor	36	9	20	4	2784·02	"
278	"	36	9	18	4	2668·91	"
279	"	36	7	19	4	3034·20	"
280	"	36	6	16	4	3053·83	"
281	"	36	7	17	4	2961·69	"
301	100 ft. E. of N.E. cor	36	26	25	4	2981·07	"
302	At S.E. cor. of	1	23	25	4	3051·77	"
303	At N.E. cor. of	36	25	24	4	2807·96	"
304	"	36	27	25	4	2967·47	"
305	"	36	26	24	4	3077·49	"
306	"	36	27	23	4	2913·13	"
307	At S.E. cor.	1	23	23	4	3085·38	"
308	"	1	23	22	4	2959·50	"
309	At N.E. cor	36	24	22	4	2842·54	"

PHOTO-TOPOGRAPHICAL SURVEYS.

Owing to the broken and rugged character of that portion of the semi-arid district comprised within the foothills region and the eastern slope of the Rocky Mountains, it was found that a different system to that previously outlined for effecting the topographical surveys in the plains region would be necessary in completing the contour survey of this area, and in 1895 it was decided to meet the special conditions in that portion of the semi-arid region by adopting a primary system of triangulation throughout the district as a basis for a photo-topographical survey of that region.

The introduction of photography in connection with topographical surveys in Canada is due to Mr. E. Deville, Surveyor-General of Dominion Lands, he having elaborated and brought to a practical working basis the systems for utilizing photography in surveys of this kind which had previously been used both in France and Italy.

Prior to the introduction of this class of survey in connection with our irrigation work, surveys of a portion of the Rocky Mountains adjacent to the Canadian Pacific Railway in Alberta and through British Columbia had been completed and mapped.

The photo-topographical surveys in the semi-arid region were commenced in the vicinity of the Bow river, and extended south, covering the foothills region and the eastern slope of the Rocky Mountains to the northern end of the Porcupine Hills. These surveys were continued during the seasons of 1897 and 1898, and some thousands of square miles of country which it would have been almost impossible to have properly surveyed and mapped by any of the ordinary processes of topographical surveying, were covered by these photo-topographical surveys, and it is hoped in the near future to be able to issue a series of contour maps covering this district, which will be of value as indicating the character of the country in what is practically the main watershed of the semi-arid region.

HYDROGRAPHIC SURVEYS.

The extent and permanency of irrigation development in the semi-arid region are dependent entirely upon the supply of water which it is possible to divert from its natural channels and utilize in irrigating crops. It is, therefore, of first importance that some reliable data should be obtained as to the location and quantity of such water supply, and our hydrographic surveys have that end in view.

To ascertain with even a fair degree of accuracy the volume of the available water supply entails investigations which may be summarized under the following heads:—

(a) The measurement of the daily discharge of streams.

(b) The measurement of the volume of water in lakes, marshes and swamps.

(c) The measurement of the discharge of springs.

(d) The determination of the rate of evaporation under varying conditions.

To obtain accurate data upon which to base deductions under the above headings, it is evident that our observations will have to extend over a series of years, and that the observations must be accurately and regularly made.

The methods adopted in dealing with this branch of the work, varied in some minor details to suit particular circumstances, are as follows:—

All the streams within the semi-arid region are carefully numbered at different points in their length to determine the cross-section of the channel at the different stages of low water, high water and flood discharge, and the actual discharge of water at time of measurement is determined by use of current inches to measure the velocity of the stream.

Having determined the actual discharge at the date of measurement, sufficient data as to the general slope of the bed of the stream and its character is obtained, and the probable discharge at the different stages of high water and flood stages is then calculated by use of Kutter's well known formula for the flow of water in open channels.

These results, however, are only of use as a basis for approximate figures regarding the available water supply from streams, for in the absence of information as to the rise and fall of the streams, and the duration of the flow at any particular height of water, it is impossible to give a correct estimate of the daily, monthly or annual discharge of the streams.

We have therefore endeavoured to supplement the isolated measurements of the discharge of streams by keeping a record of their rise and fall, so that the daily and mean annual discharges may be computed. This is done by establishing a gauge which will show from inspection the stage of water at any time. These gauges are of two different kinds. On the smaller streams they consist of a rod suitably divided in feet and tenths, and placed on some permanent structure in the stream. The height of water on this rod is read daily, and the observations entered on proper forms so as to show the daily range in water elevation.

On the larger streams self-recording instruments are used to provide the same information.

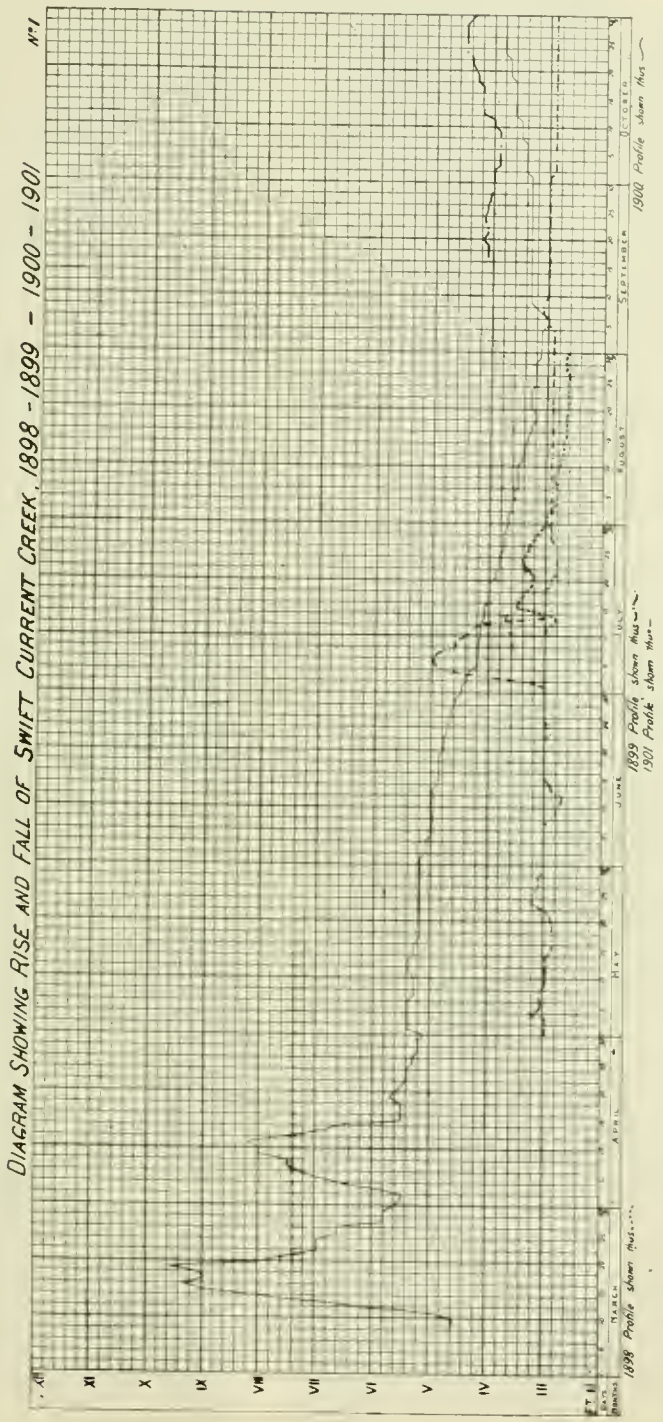
The streams which are being dealt with on the basis of rise and fall are shown on the accompanying schedule.

SCHEDULE of Hydrographs, Nilometers and Gauge Rods.

Name of Stream.	Name of Bridge.	Location.
Hydrographs—		
Bow river	Langevin	Calgary.
St. Mary river		Half mile above intake of C.N.W. Irrigation Co's canal.
Nilometers—		
Elbow river	Mission	Near Calgary.
Highwood river	Traffic	High river.
Oldman river	"	Near Macleod.
Gauge Rods—		
Bow river	Langevin	Calgary.
Elbow river	Mission	Near Calgary.
Fish creek	Traffic	Near Midnapore.
Highwood river	"	At High river.
Jumping pound creek	"	On Morleyville trail.
Oldman river	"	Near Macleod
Pincer creek	"	At Pincer creek.
Belly river	"	At Lethbridge.
St. Mary river	At N.W.M.P. detachment	At Colles.
St. Mary river		Half mile above intake of C.N.W Irrigation Co's canal.
Nose creek	On C. & E. railway bridge	East of Calgary.
Sheep river	" "	Near Okotoks.
Mosquito creek	" "	Near Nanton.
Willow creek	" "	Near Macleod.
Seven Person's creek	On C. P. railway bridge	Near Medicine Hat.
Bullshead creek	" "	Near Dunmore Junction.
Ross creek	" "	Near Irvine.
MacKay creek	" "	Near Walsh.
Boxelder creek	" "	Near Walsh.
Gap creek (Fish creek)	" "	Near Maple creek.
Maple creek	" "	At Maple creek.
Hay creek	" "	Near Maple creek.
Piapot creek	" "	Near Colley.
Swift current creek	" "	Near Swift Current.

DIAGRAMS.

The accompanying diagrams illustrate in graphic form the range of flow in the streams upon which gauge rod or nilometer records have been taken.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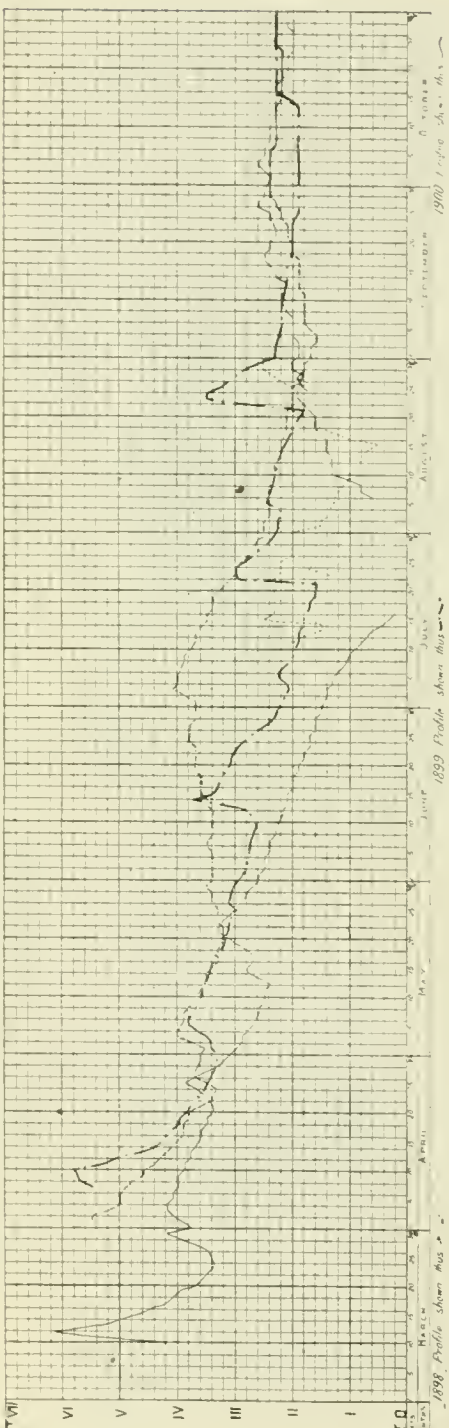
DIAGRAM SHOWING RISE AND FALL OF PIAPOT CREEK 1898 - 1899 - 1900 - 1901
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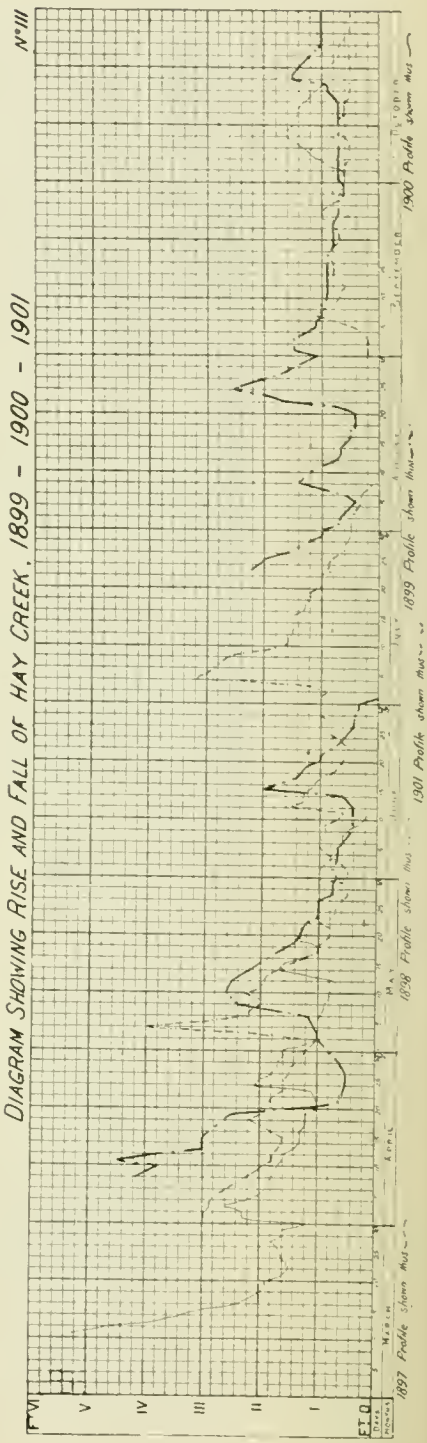
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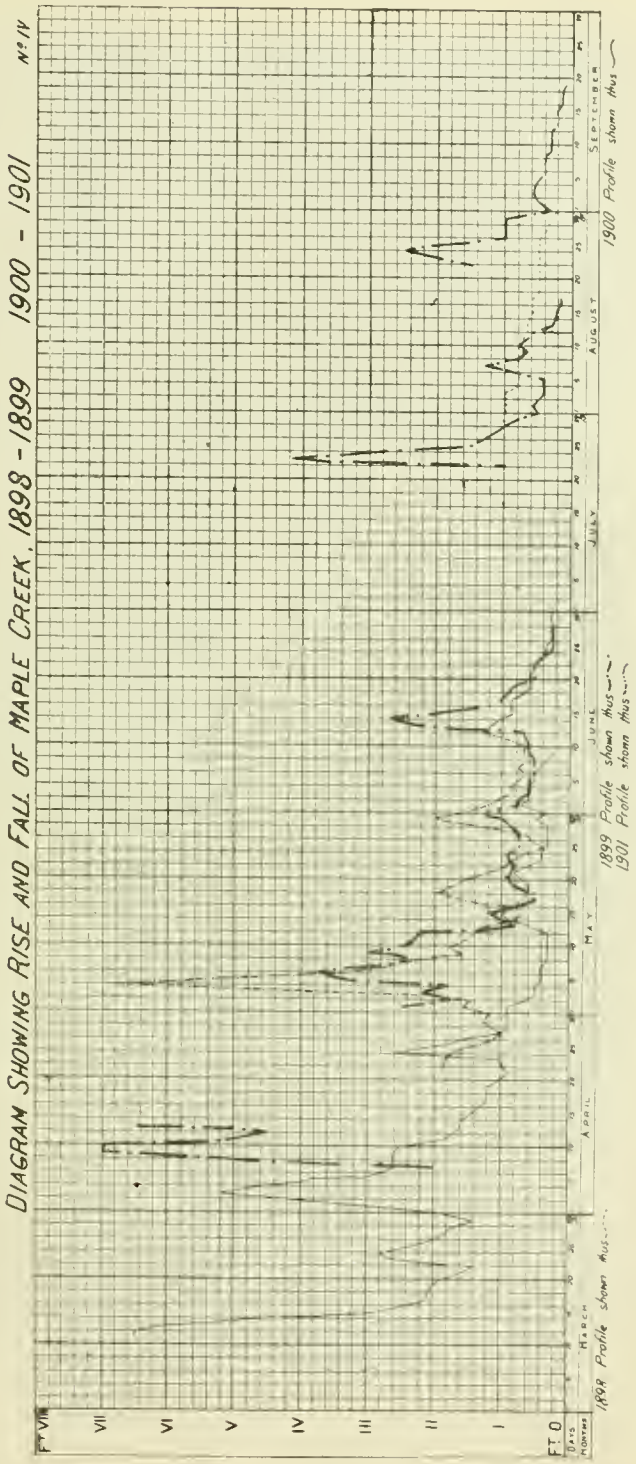
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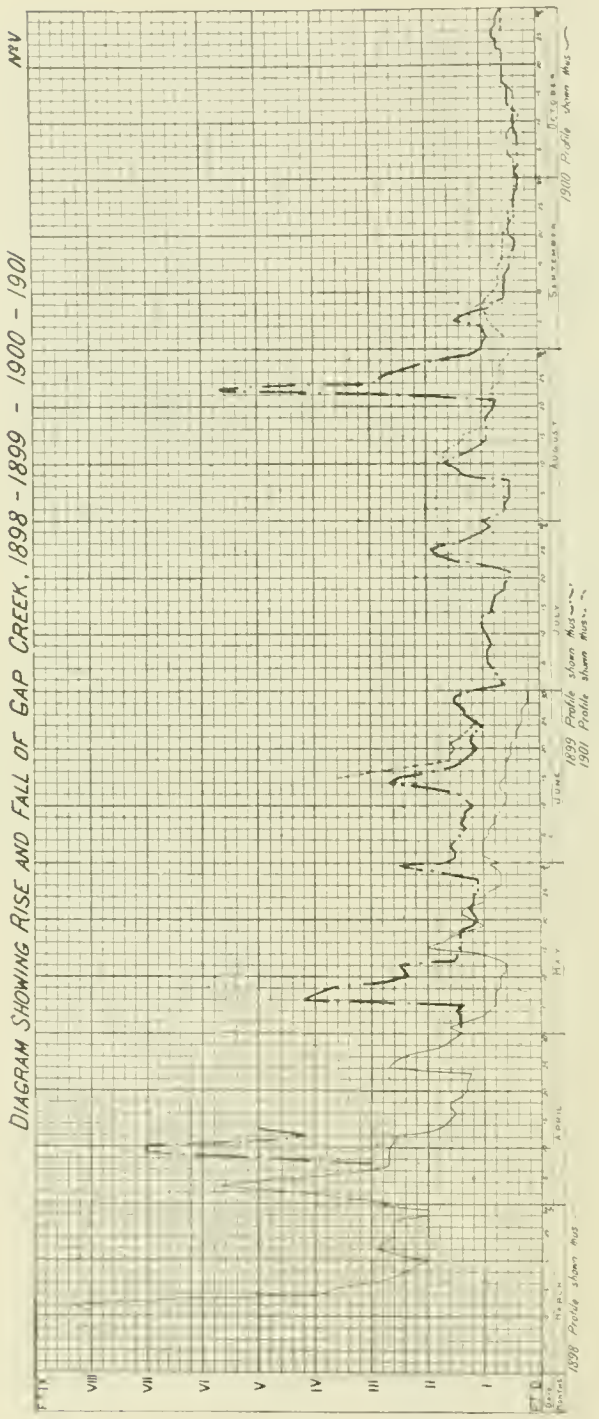
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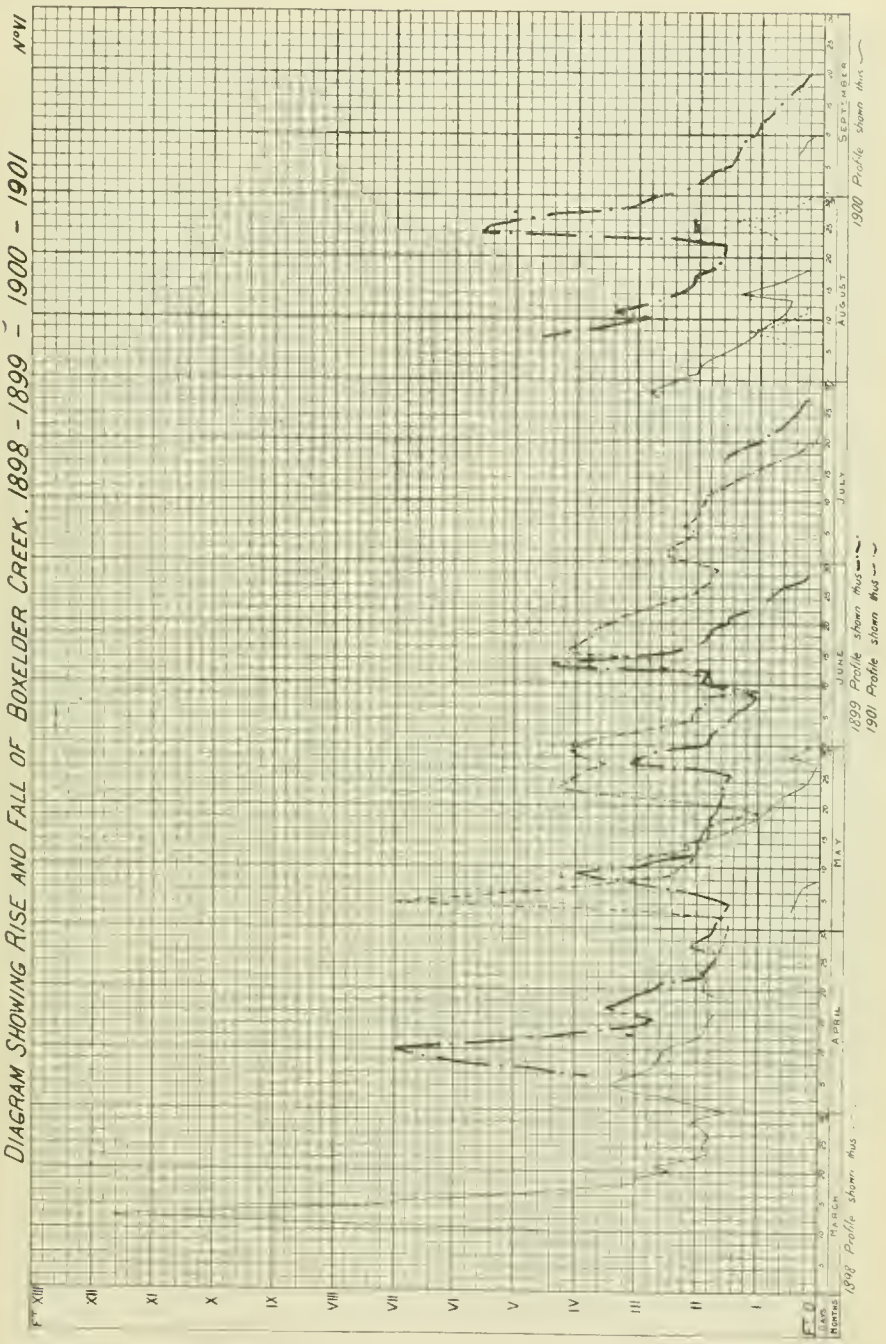
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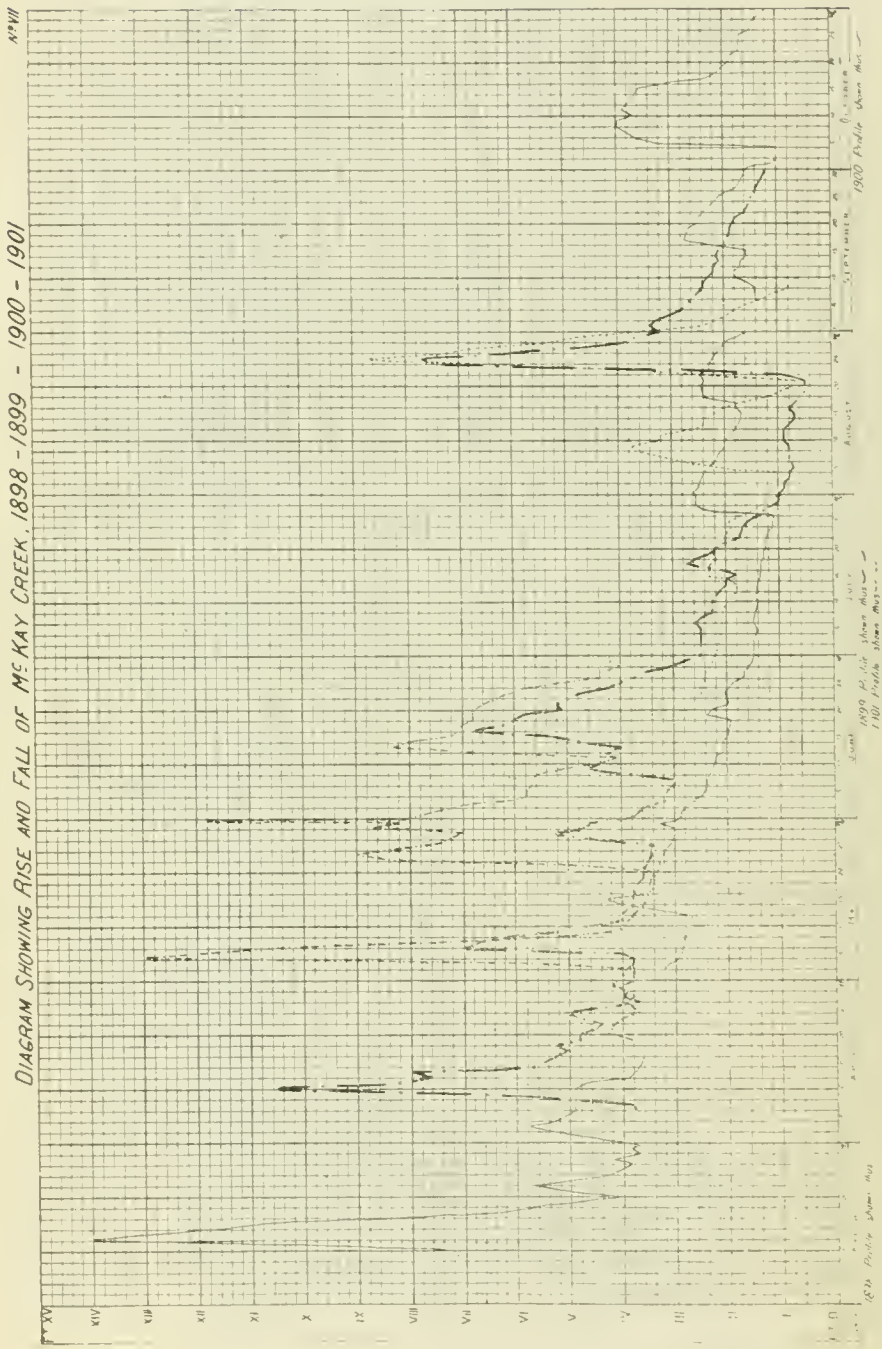
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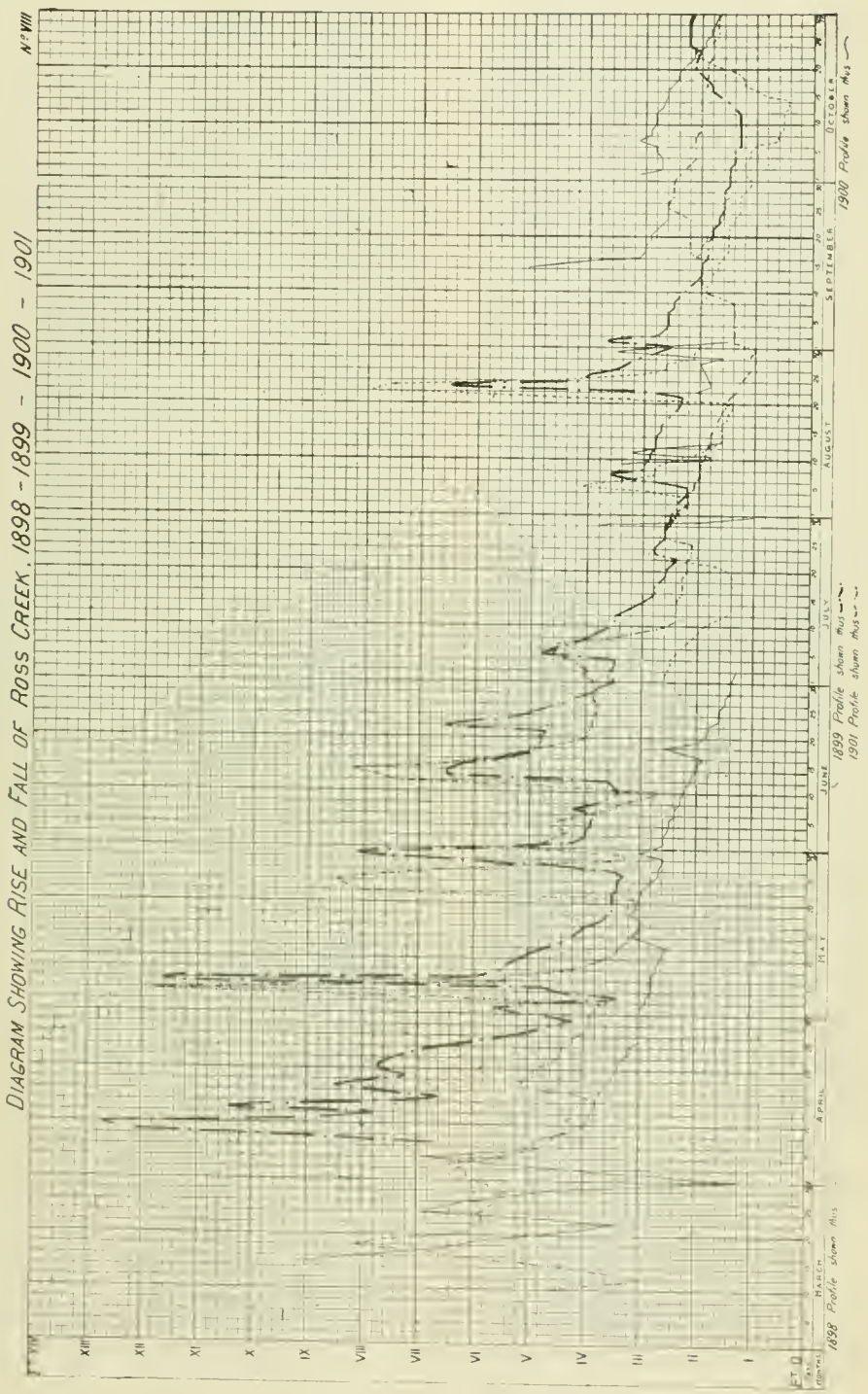
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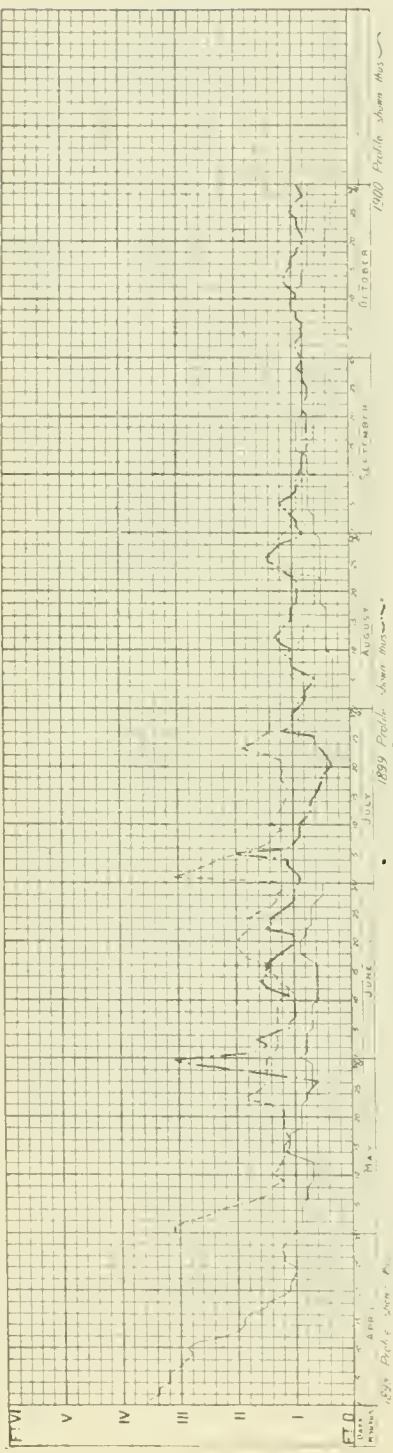
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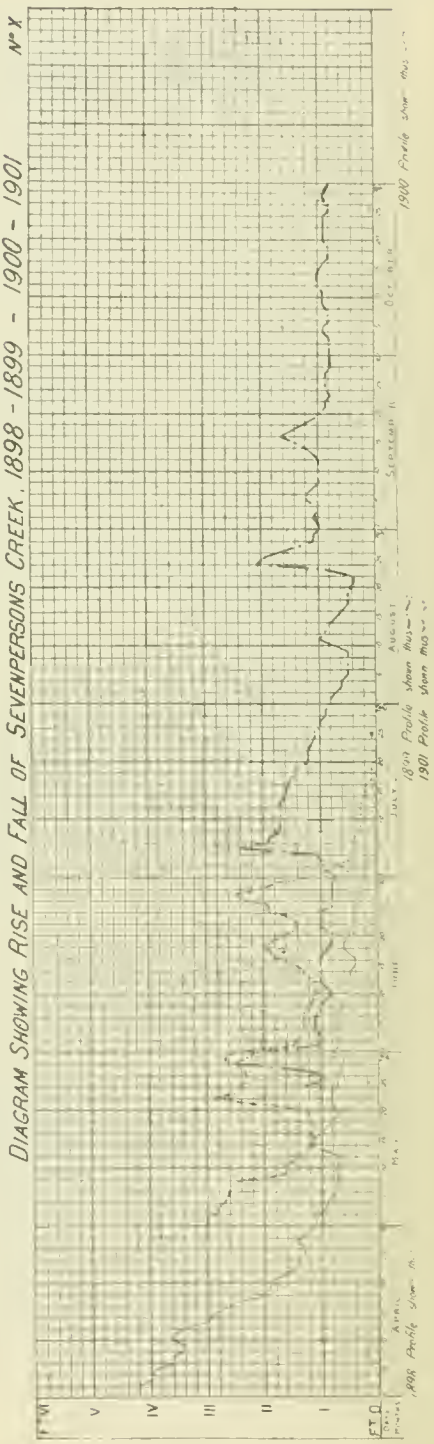
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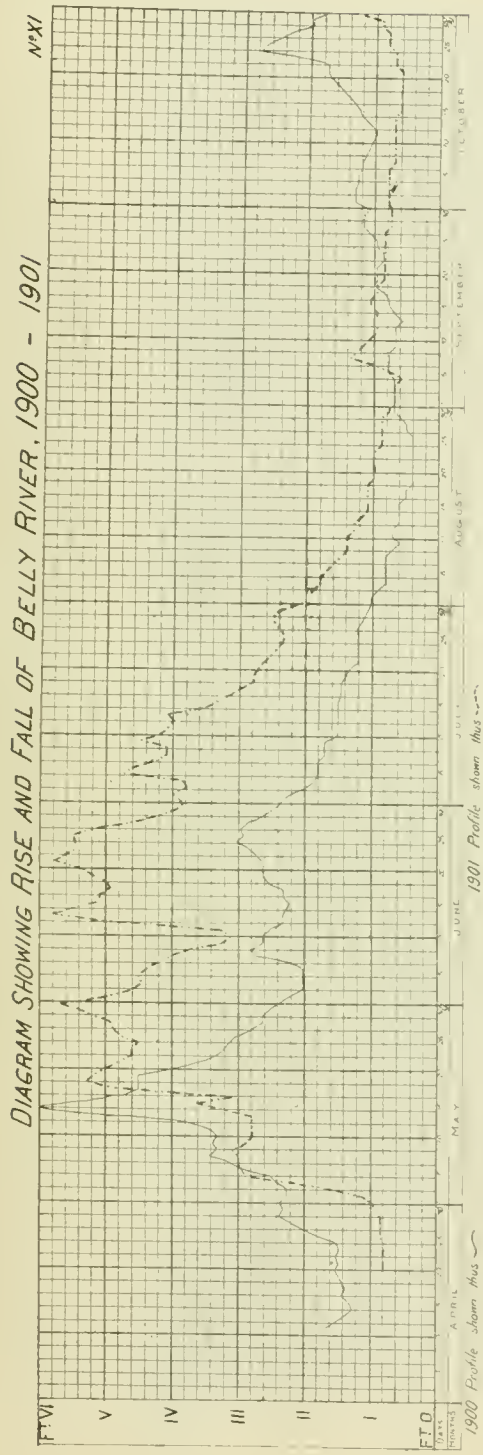
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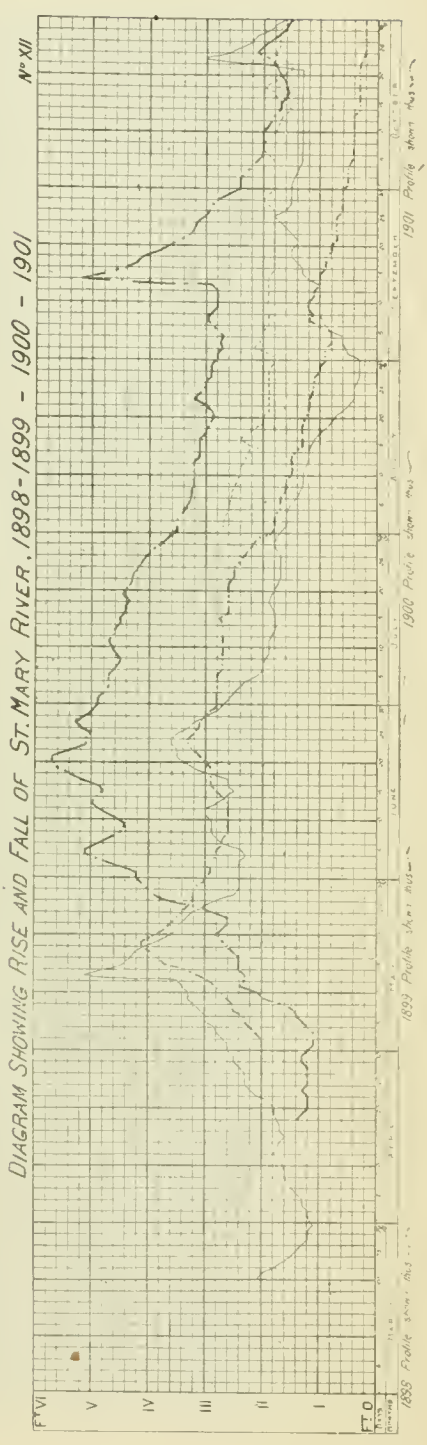
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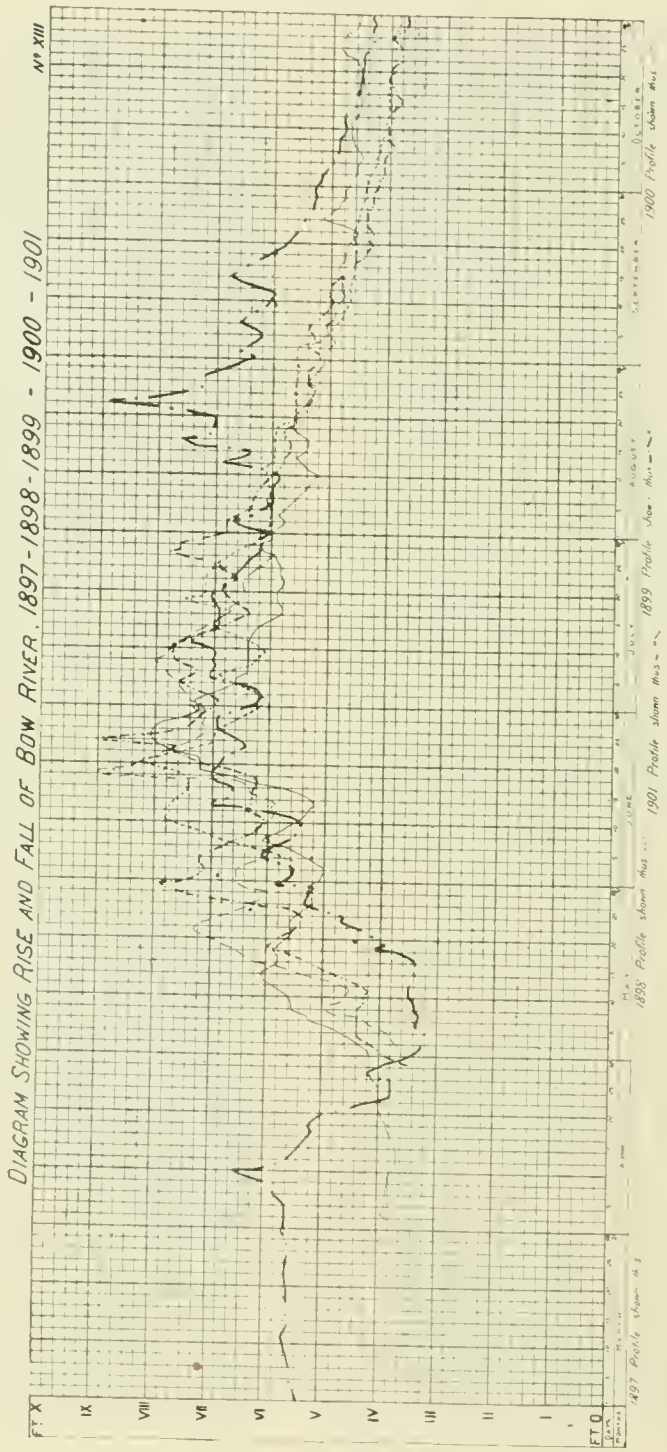
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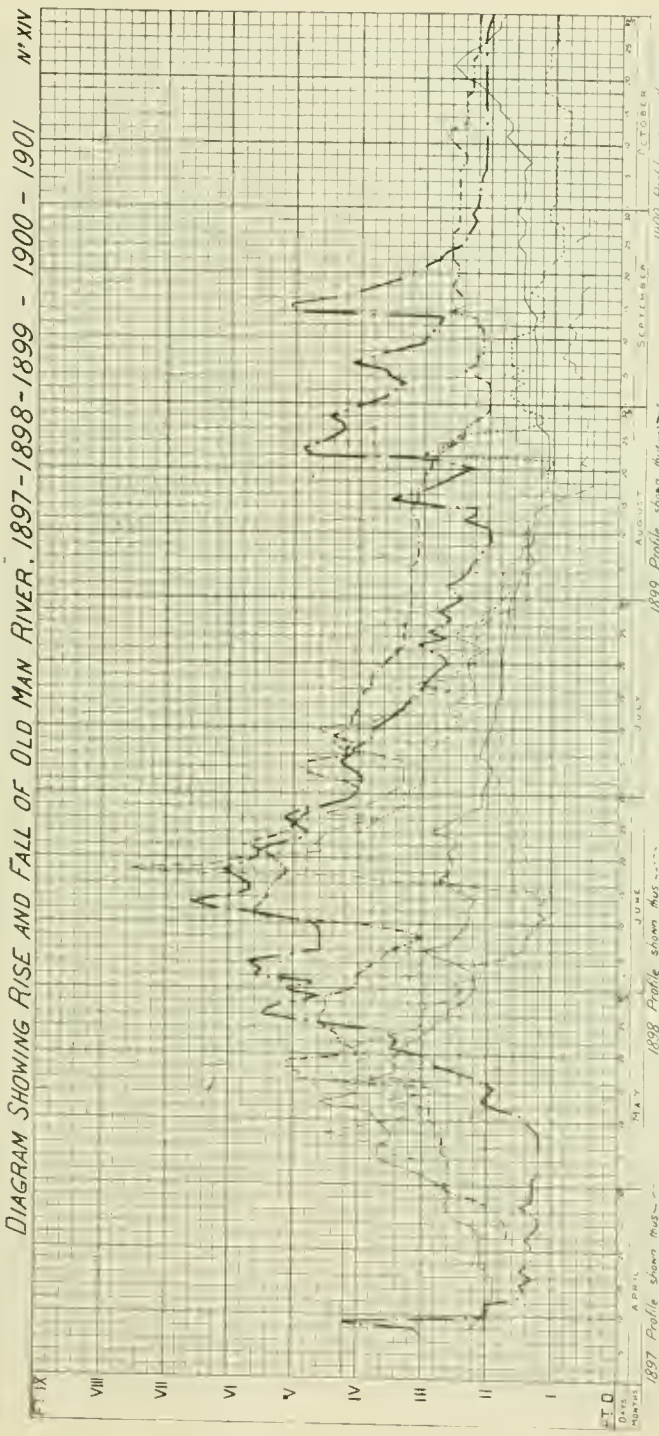
DIAGRAM SHOWING RISE AND FALL OF OLD MAN RIVER, 1897-1898-1899-1900-1901
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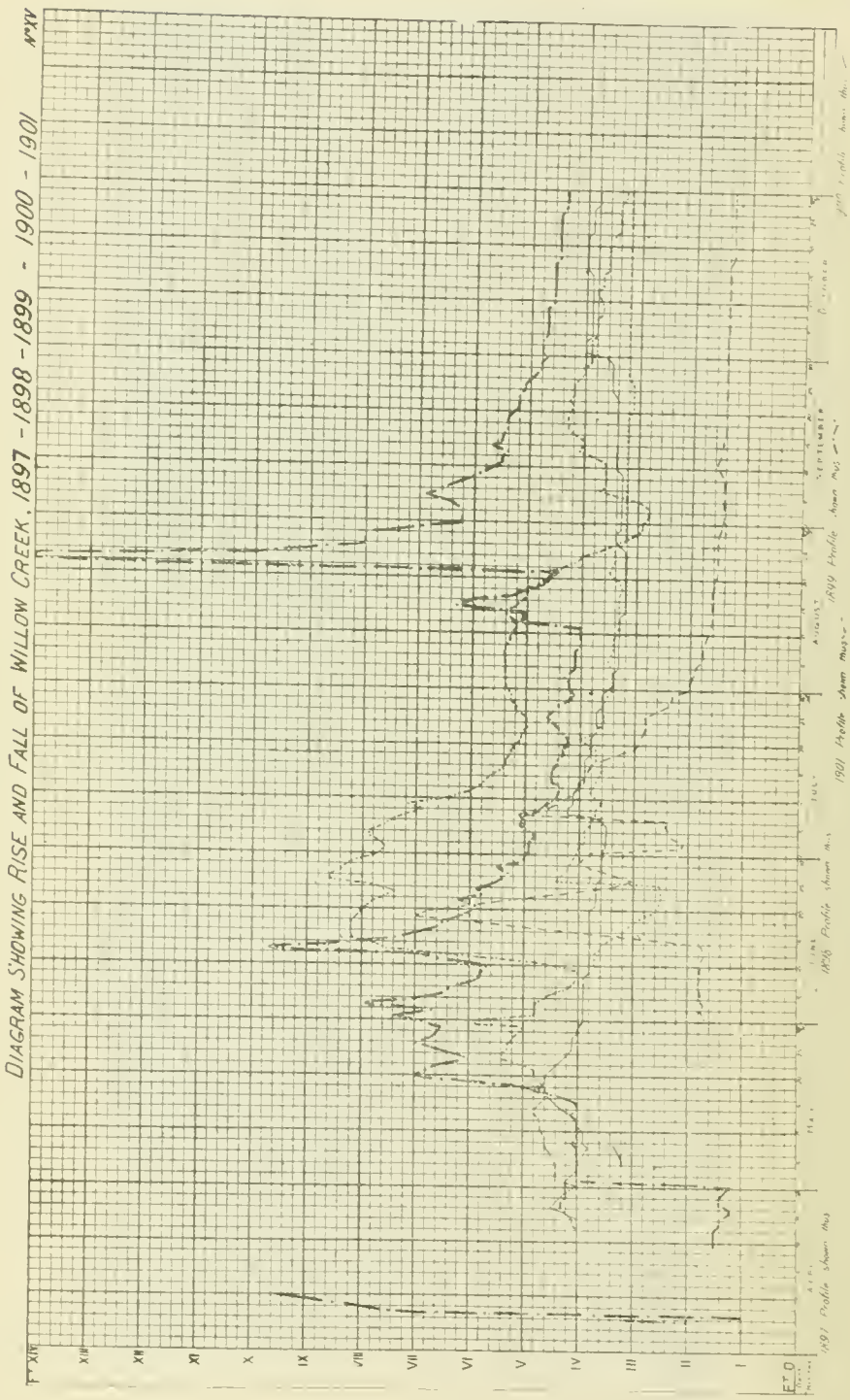
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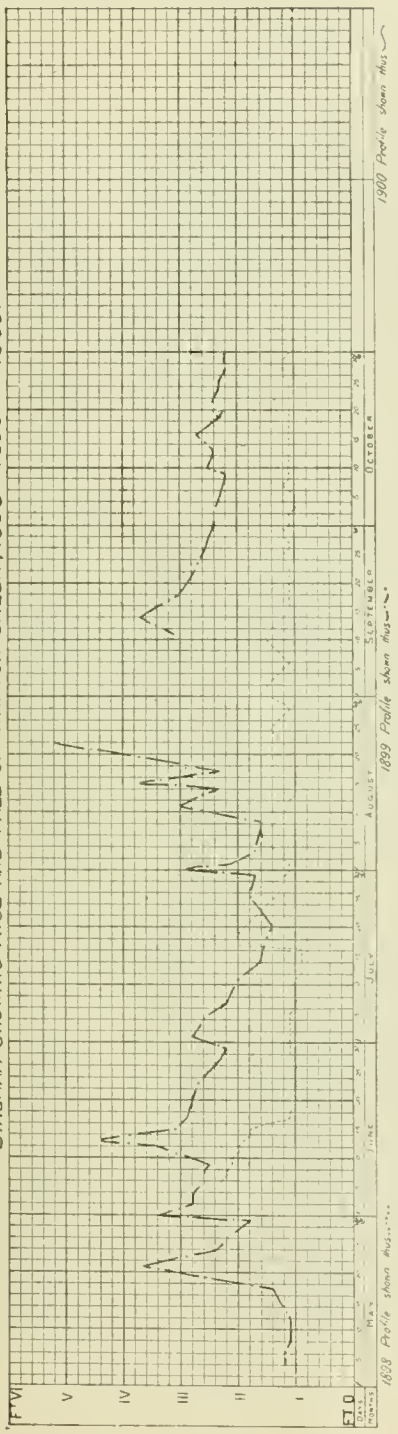
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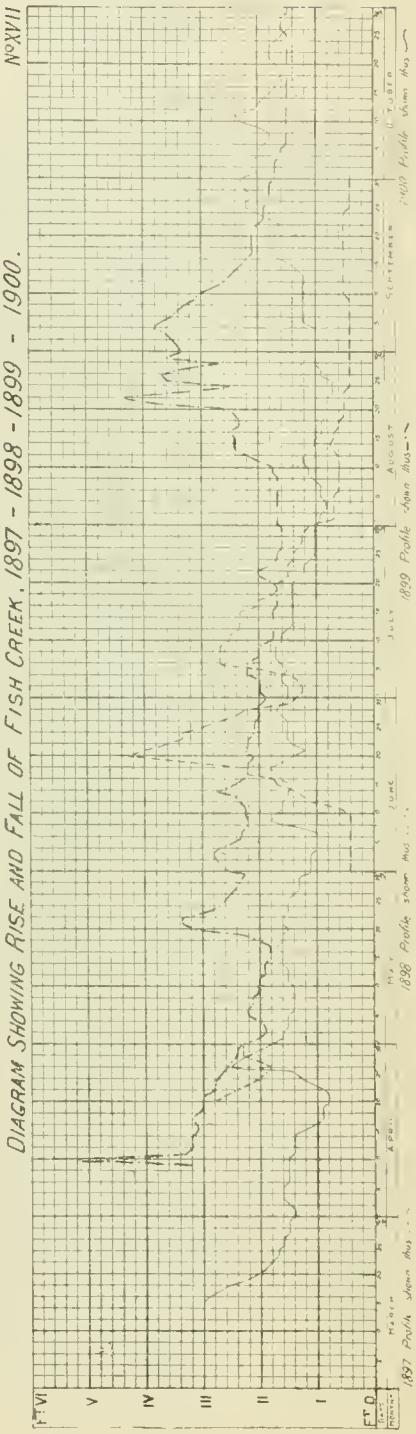
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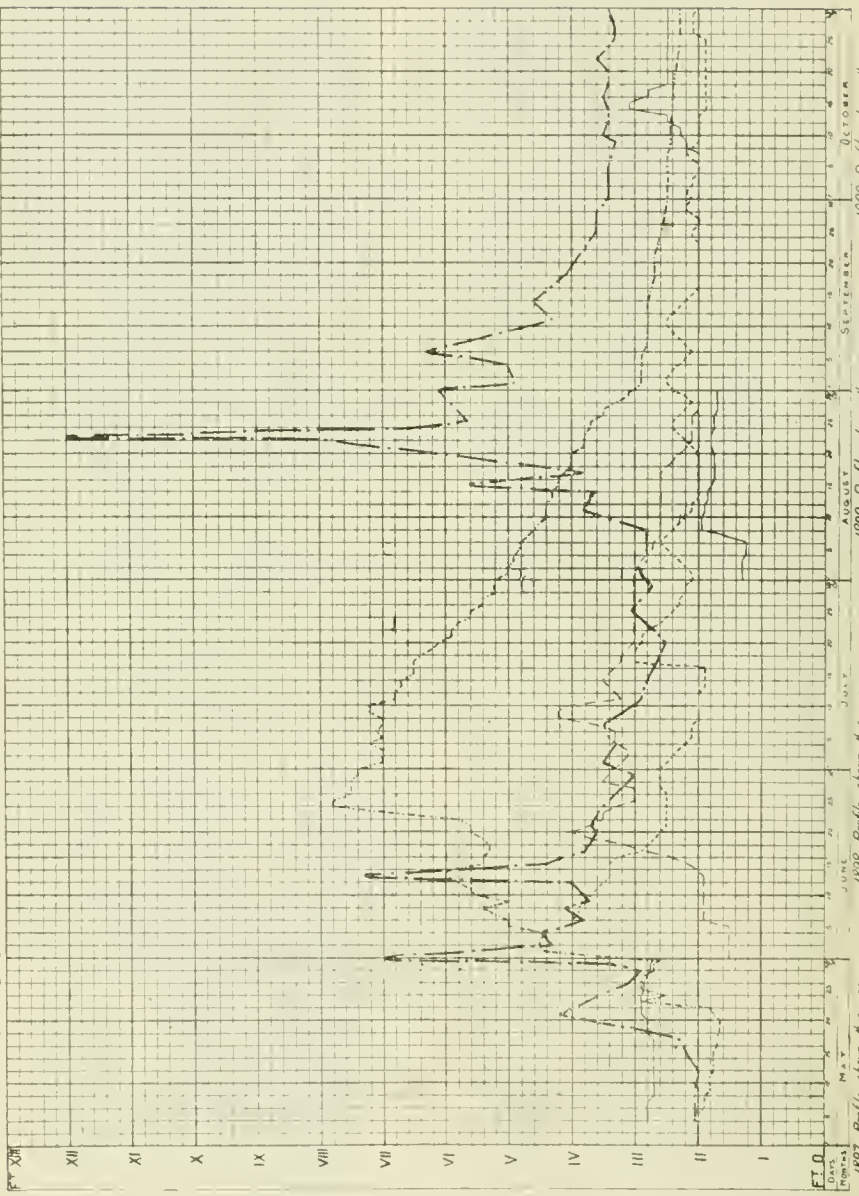
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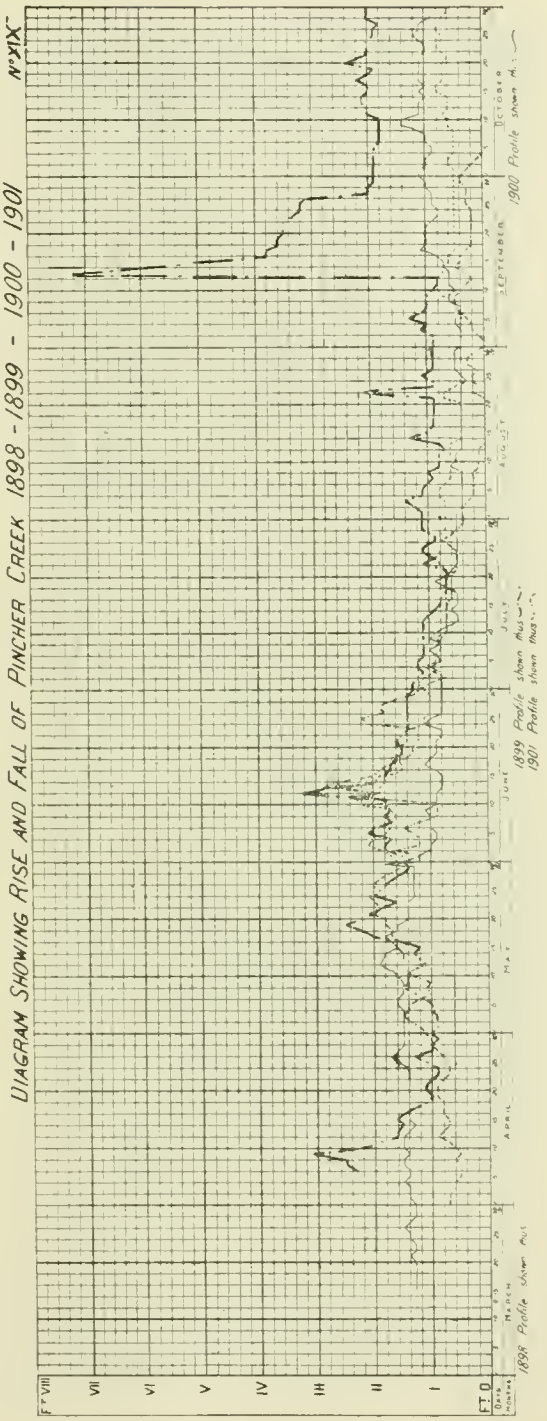
DIAGRAM SHOWING RISE AND FALL OF PINCHER CREEK 1898 - 1899 - 1900 - 1901
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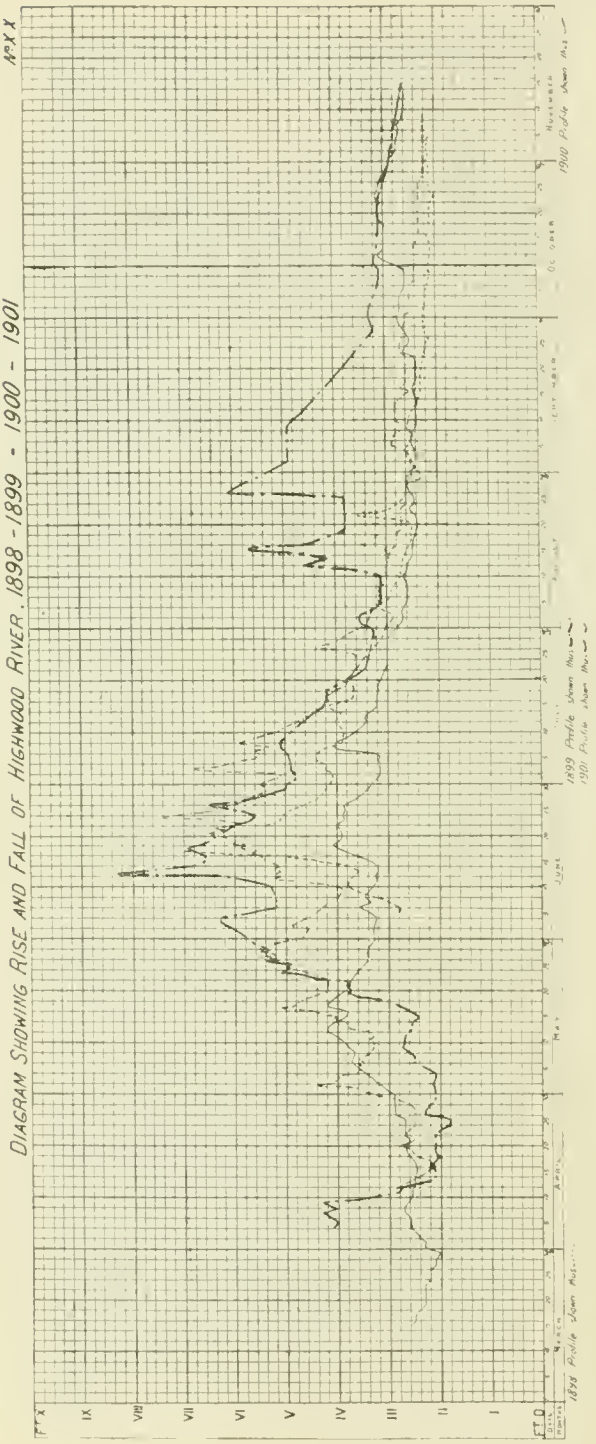
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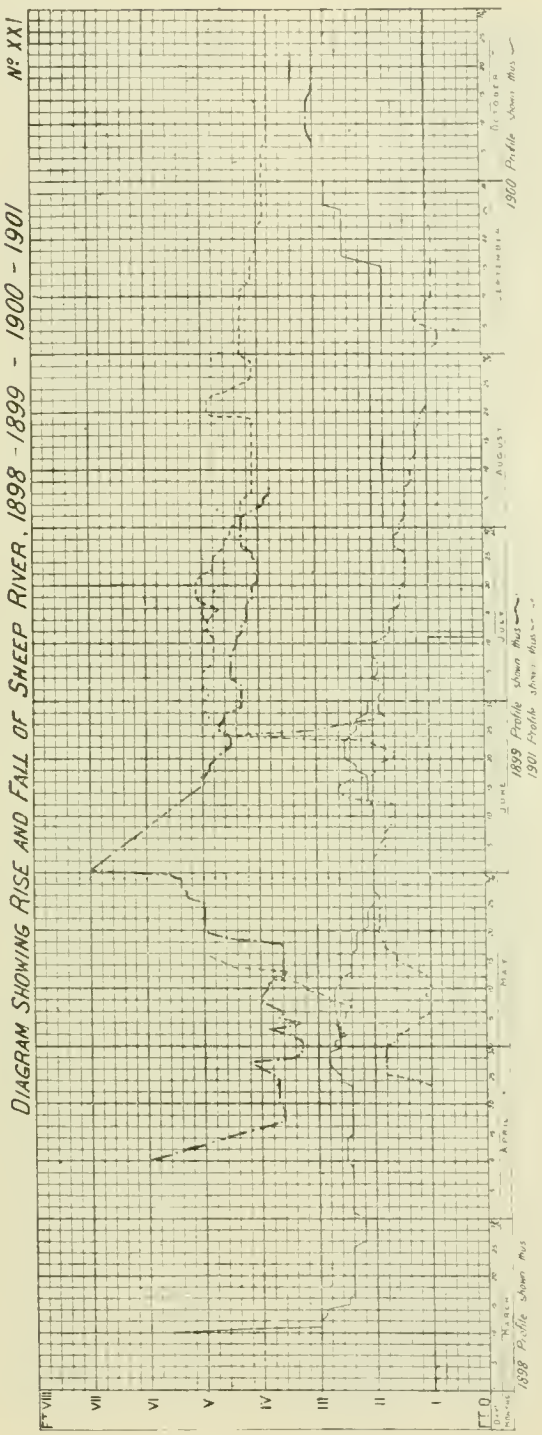
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DIAGRAM SHOWING RISE AND FALL OF SHEEP RIVER, 1898 - 1899 - 1900 - 1901
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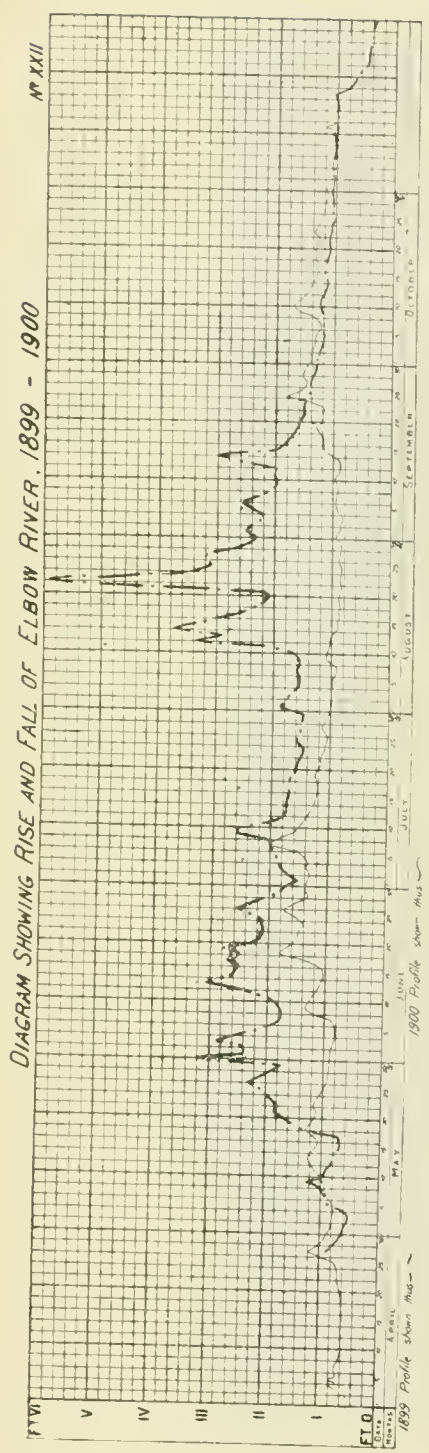
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DIAGRAM SHOWING RISE AND FALL OF ELBOW RIVER, 1899 - 1900
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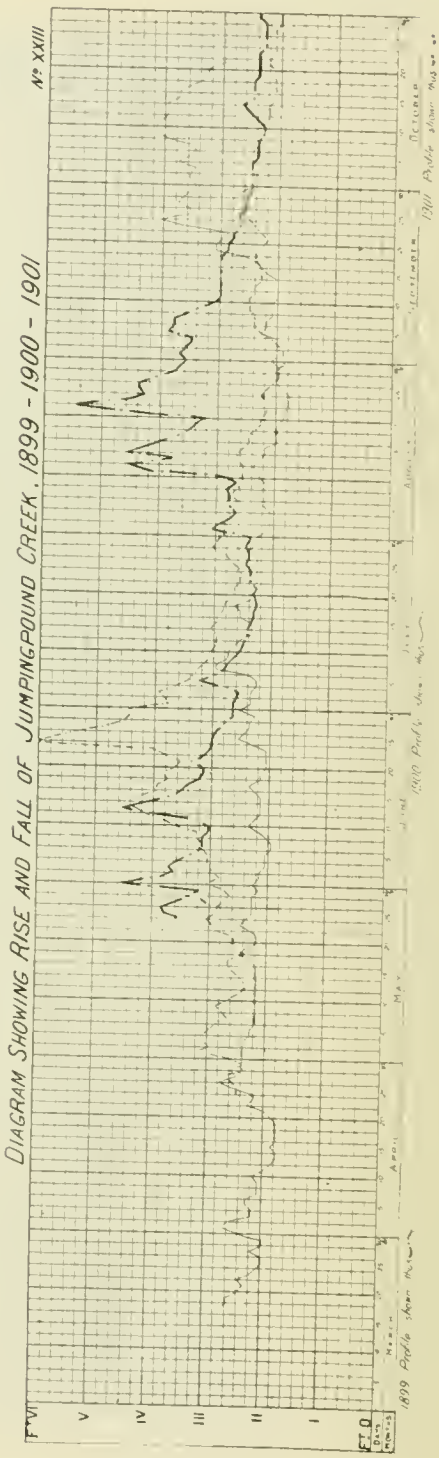
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DIAGRAM SHOWING RISE AND FALL OF JUMPINGPOUND CREEK, 1899 - 1900 - 1901
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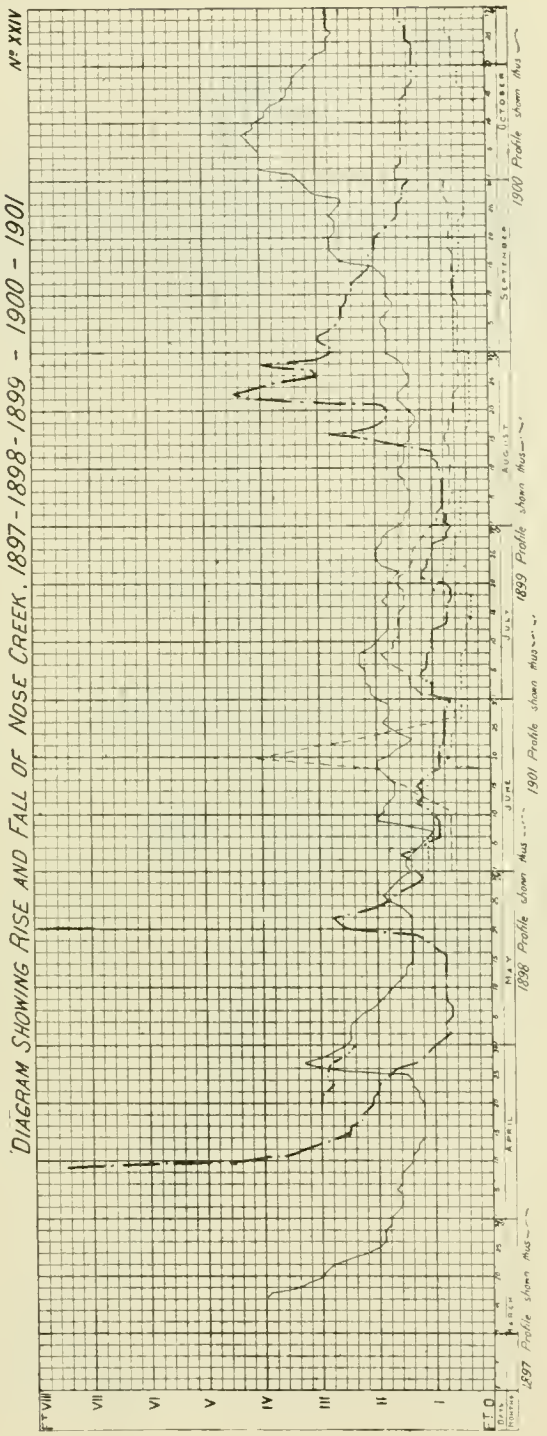
No XXIV
DIAGRAM SHOWING RISE AND FALL OF NOSE CREEK, 1897-1898-1899-1900-1901
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RESERVOIRS.

The possibility of using the total quantity of water available for irrigation is dependent upon the facilities provided for storing the flow of the streams during periods of flood. Part of the work of the general irrigation surveys has, therefore, been the location of such sites as might be utilized as reservoirs for the storage of the flood and high water discharge of the streams until required for irrigating adjacent areas.

The reservoirs which have so far been located are shown by the accompanying sketch plans.

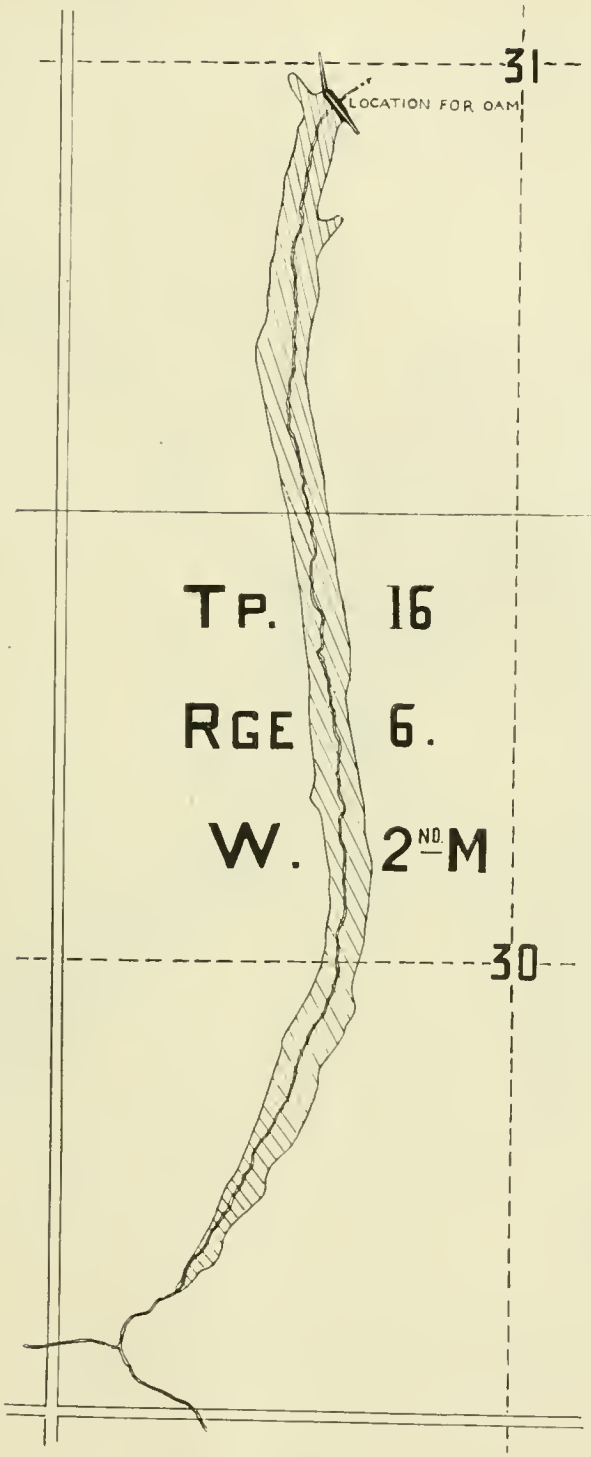


FIG. 1.—RESERVOIR SITE ON TRIBUTARY OF ECAPO CREEK.

FIG. 2.—RESERVOIR SITE ON REDFOX CREEK.

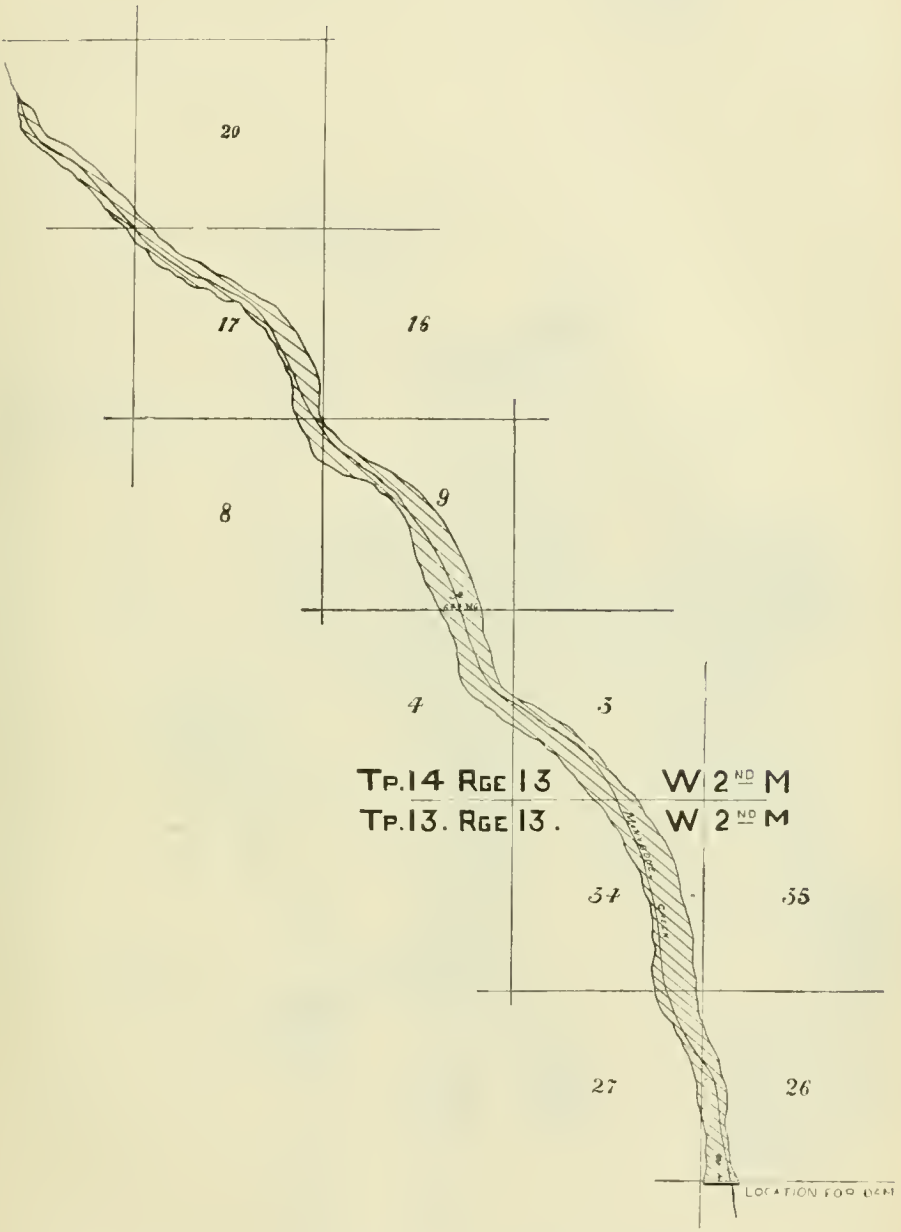


FIG. 3—RESERVOIR SITE ON MANYBONES CREEK.

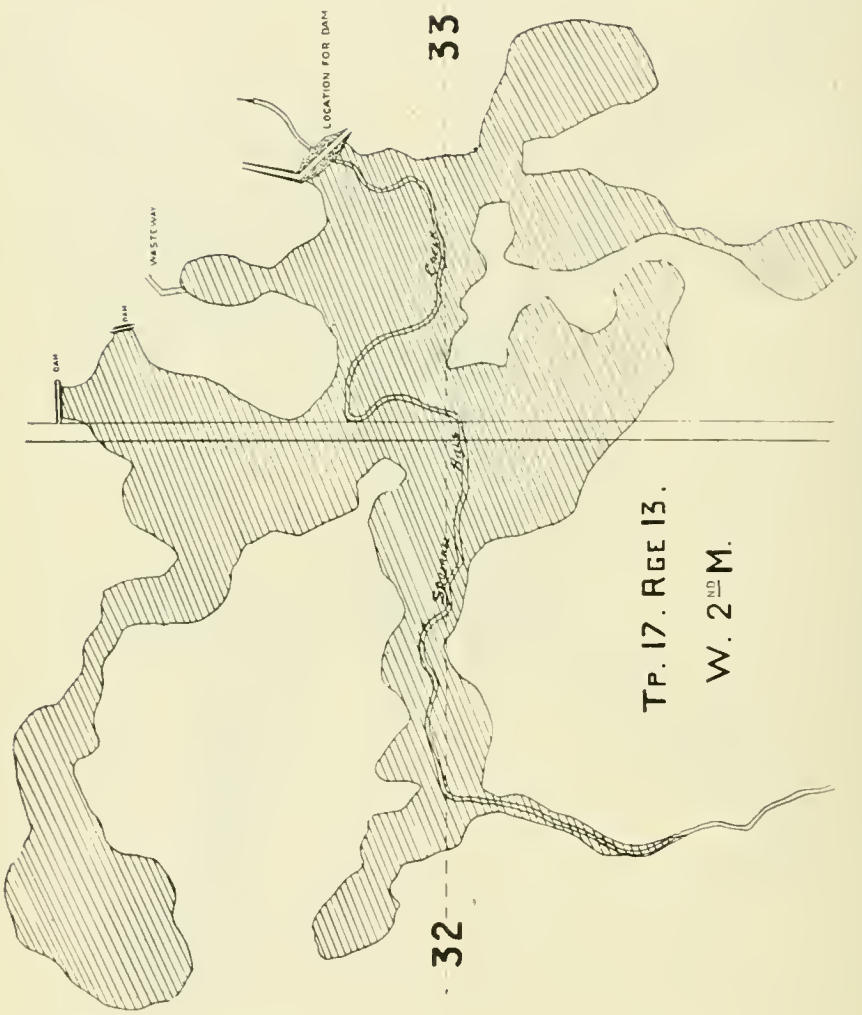


FIG. 4.—RESERVOIR SITE ON SQUIRREL HILLS CREEK.

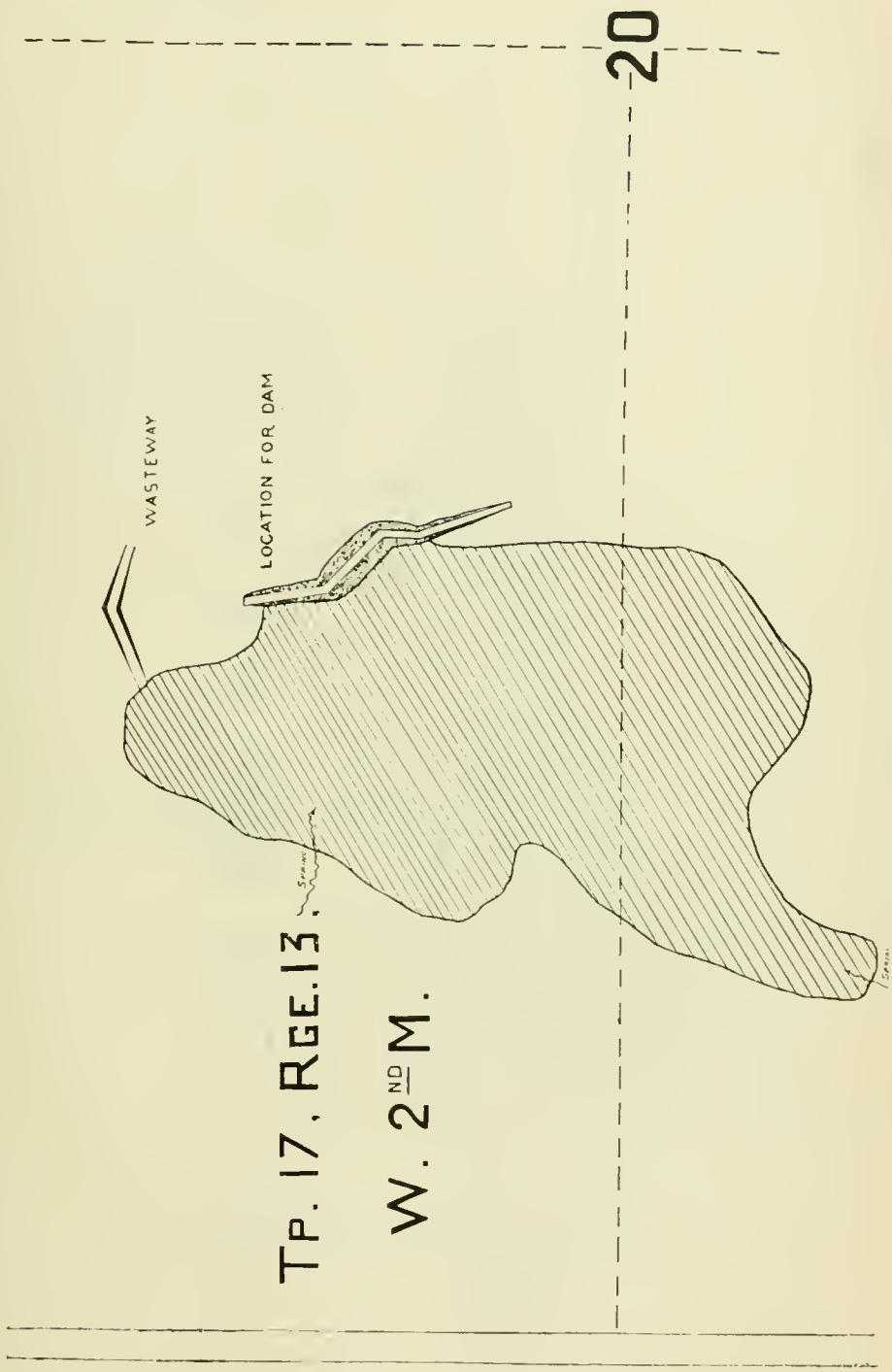


FIG. 5.—RESERVOIR SITE ON SQUIRREL HILLS CREEK.

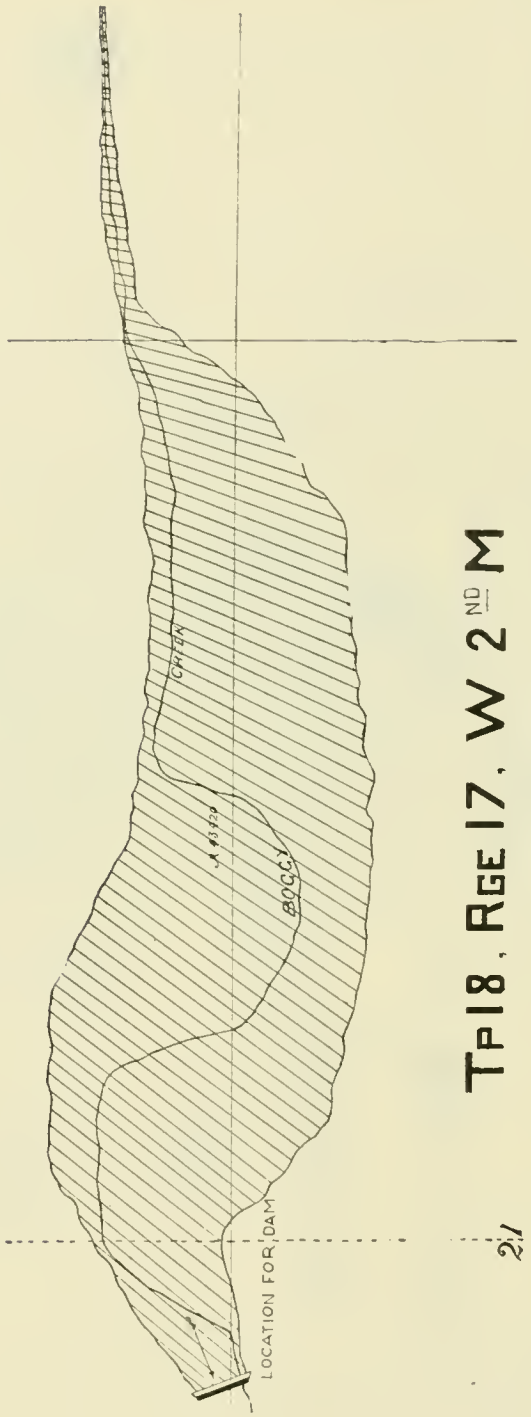


Fig. 6.—RESERVOIR SITE ON BOGGY CREEK.

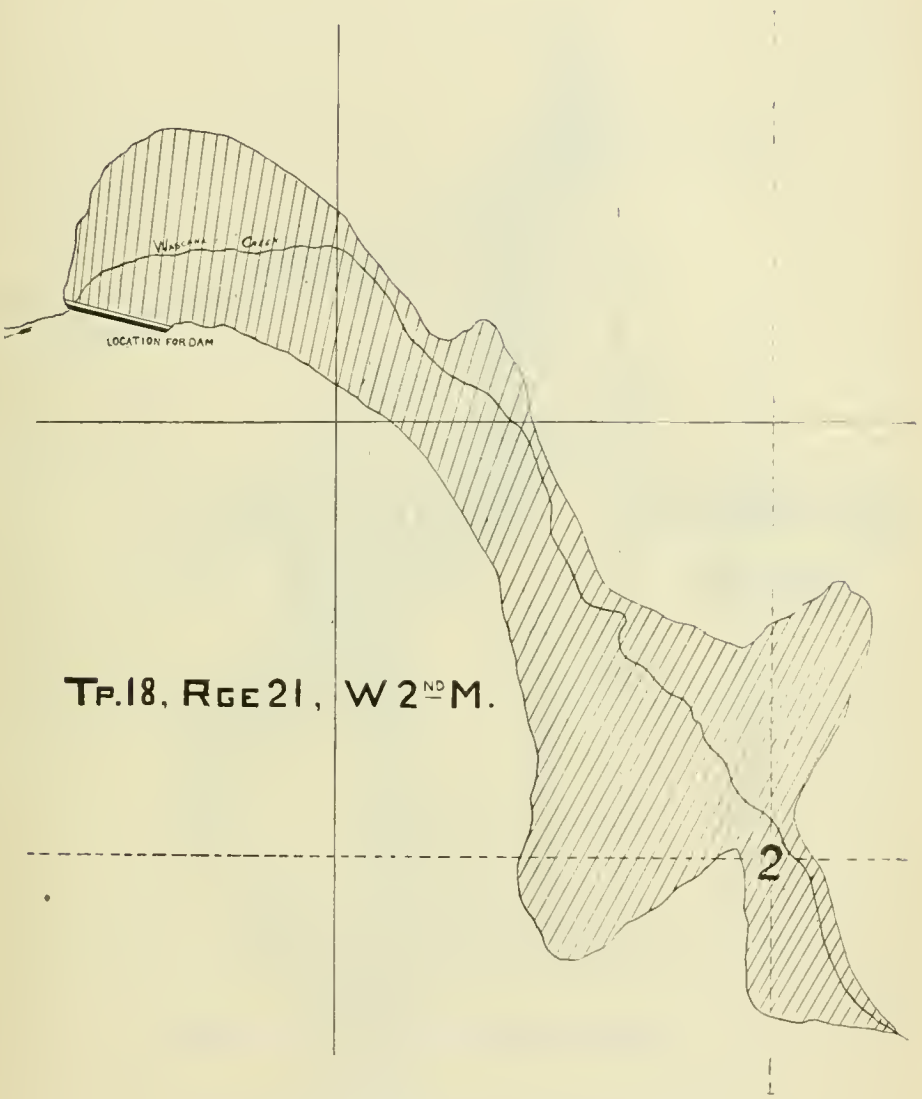


FIG. 7.—RESERVOIR SITE ON WASCANA CREEK.

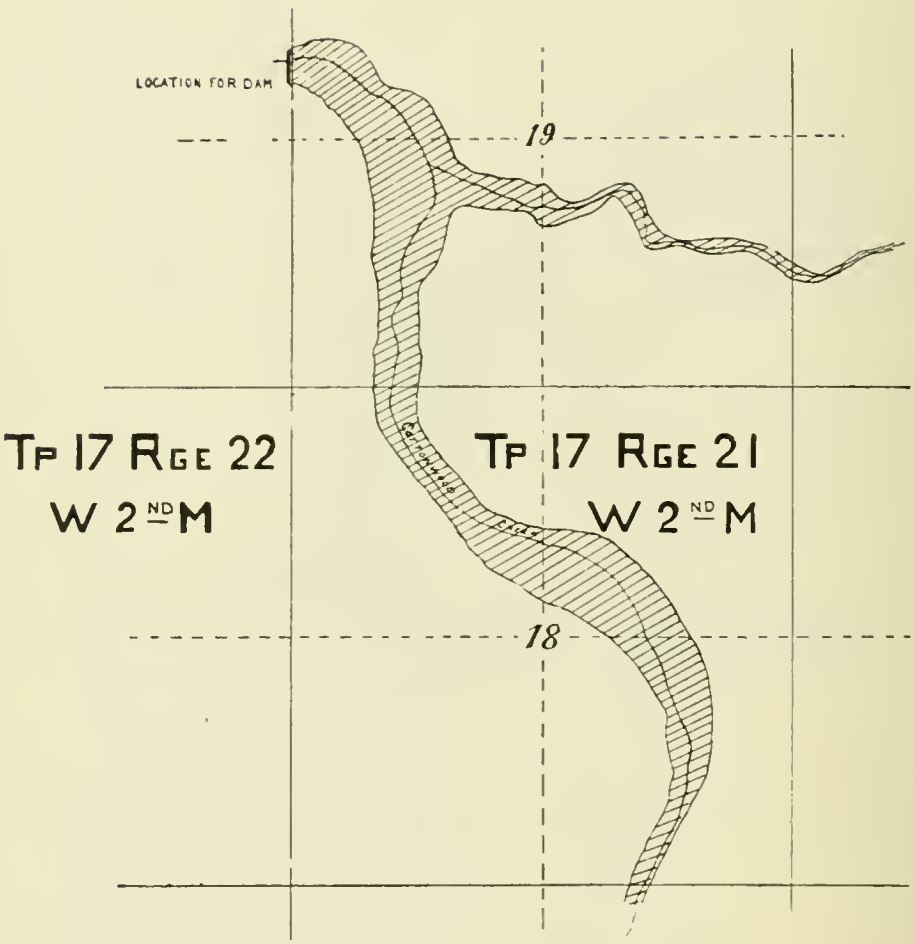


FIG. 8.—RESERVOIR SITE ON COTTONWOOD CREEK.

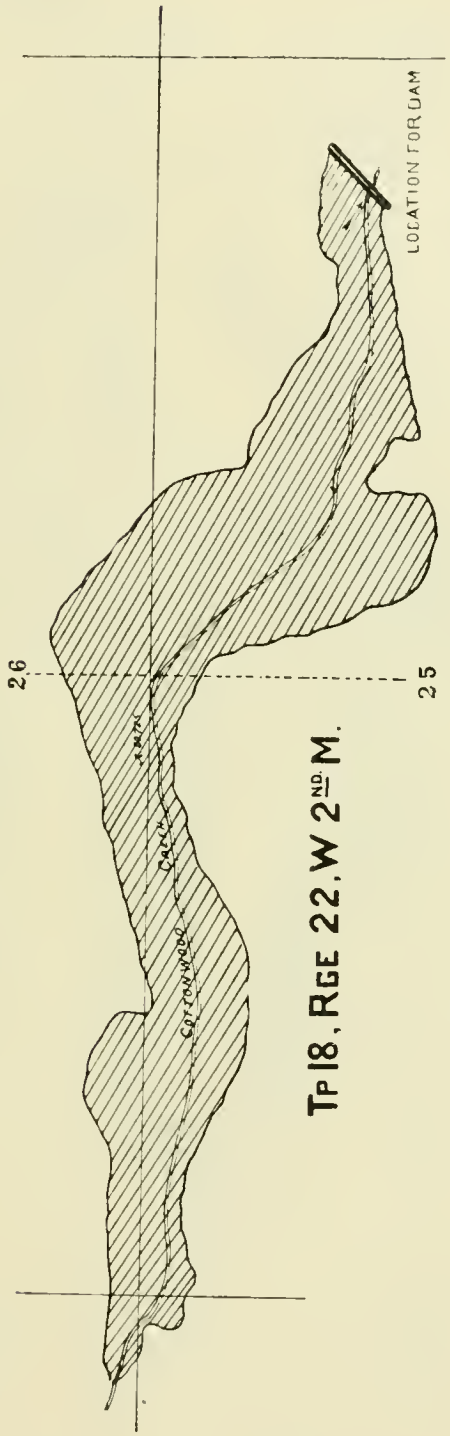


FIG. 9.—RESERVOIR SITE ON COTTONWOOD CREEK.

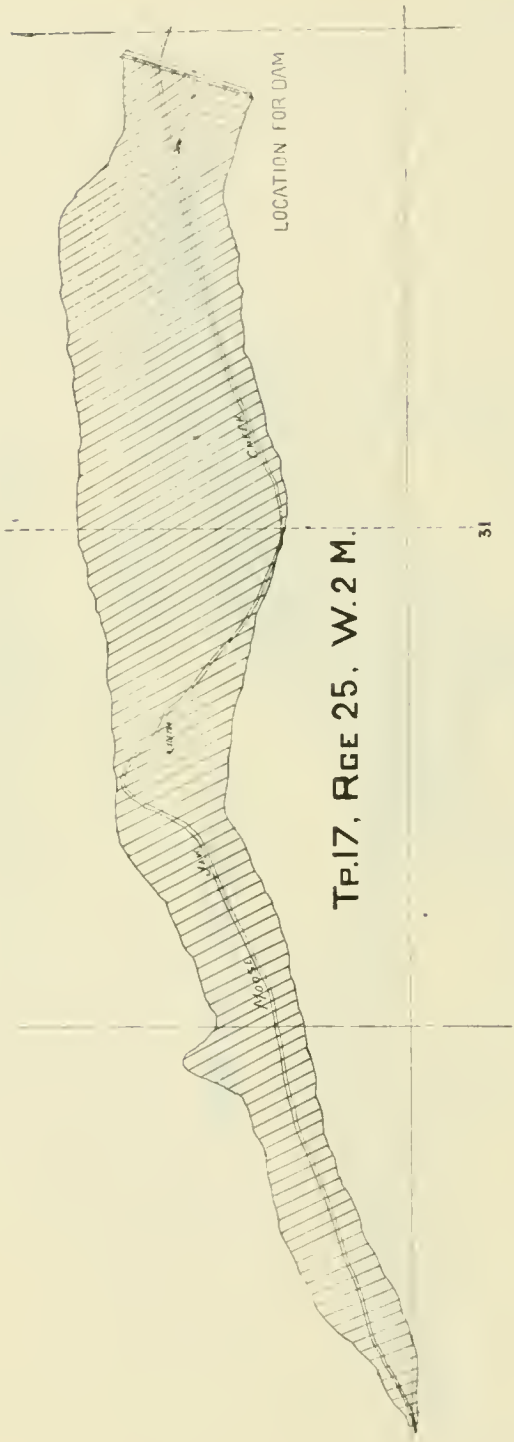


FIG. 10.—RESERVOIR SITE ON MOOSEJAW CREEK.

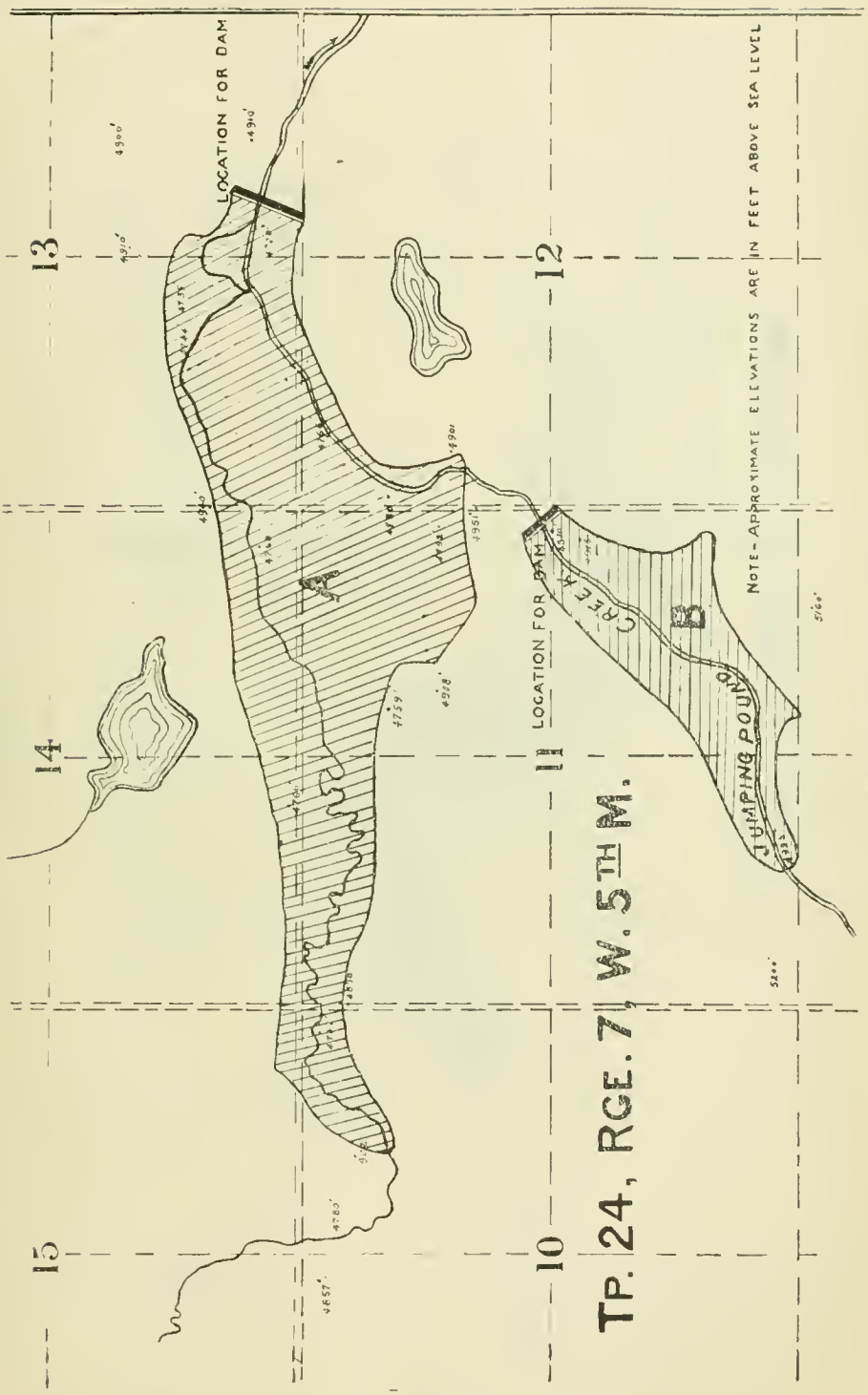


FIG. 11.—RESERVOIR SITES "A" & "B".

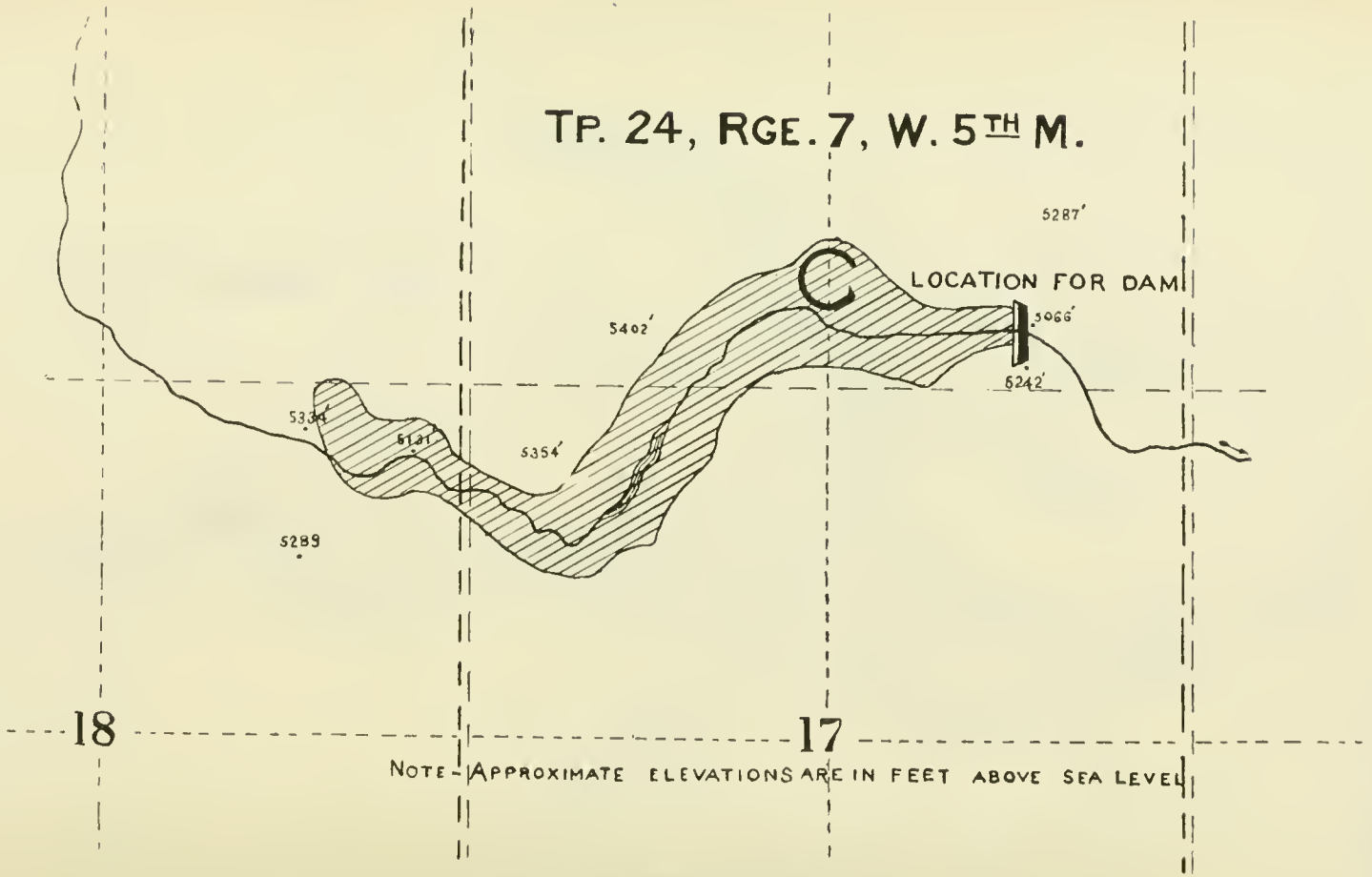


FIG. 12.—RESERVOIR SITE "C".

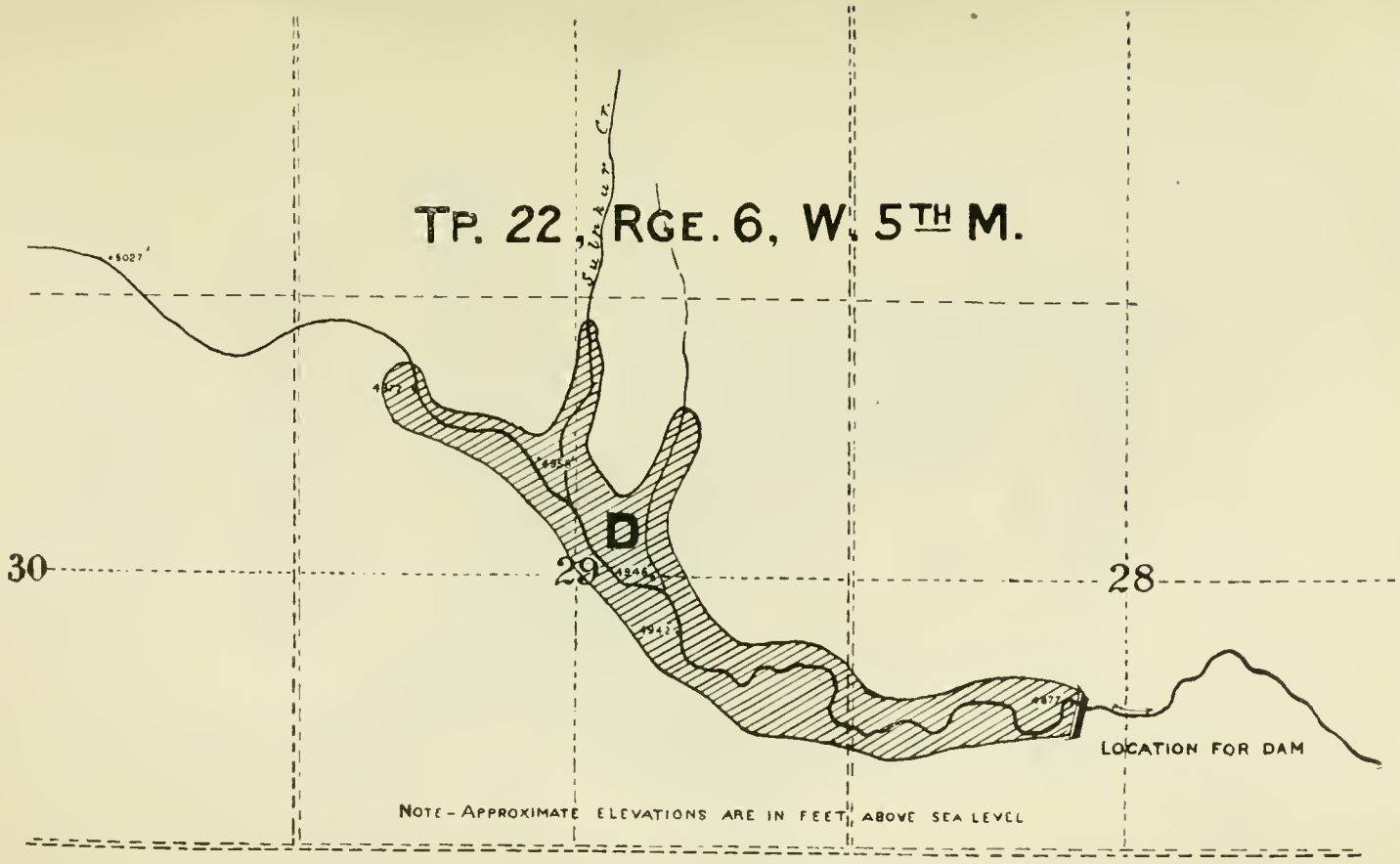


FIG. 13.—RESERVOIR SITE "D".

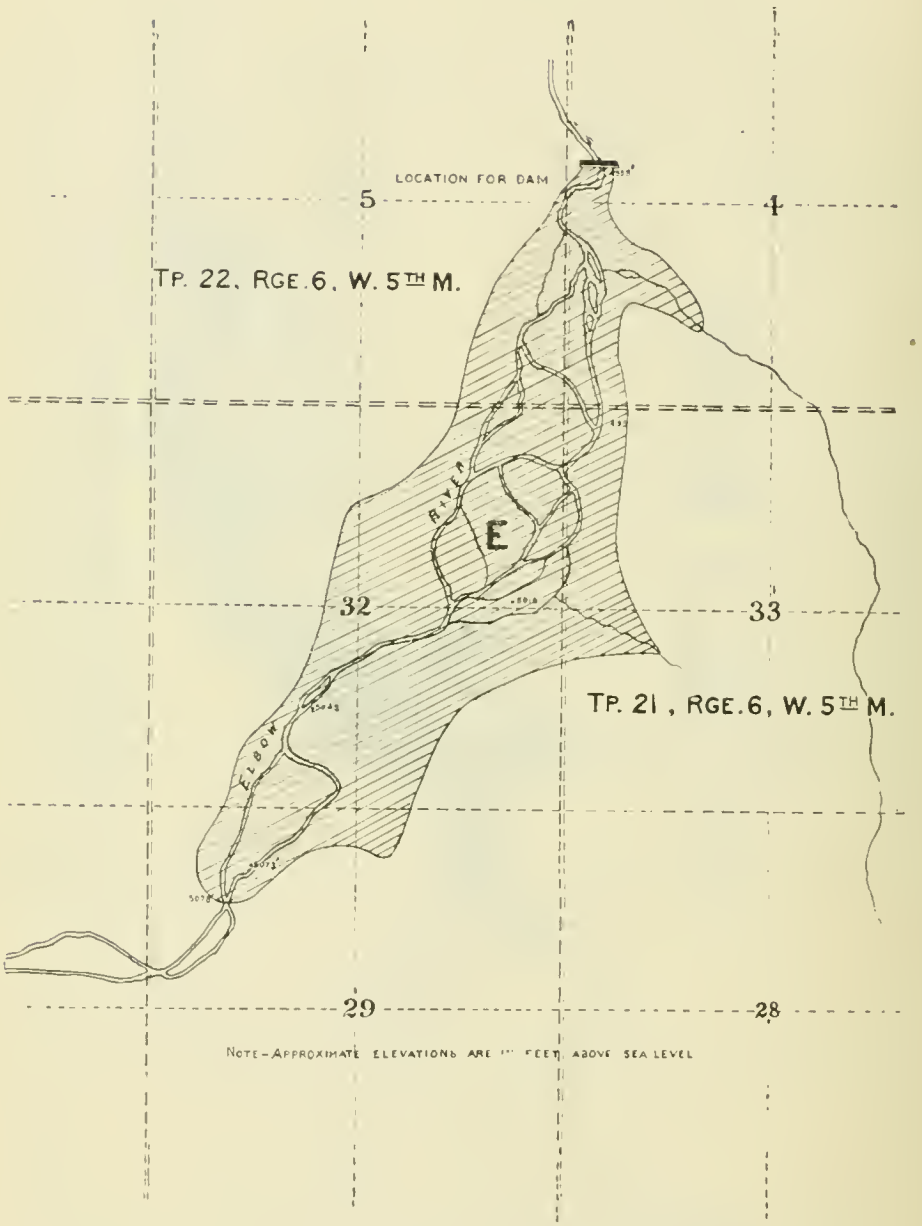


FIG. 14.—RESERVOIR SITE "E".

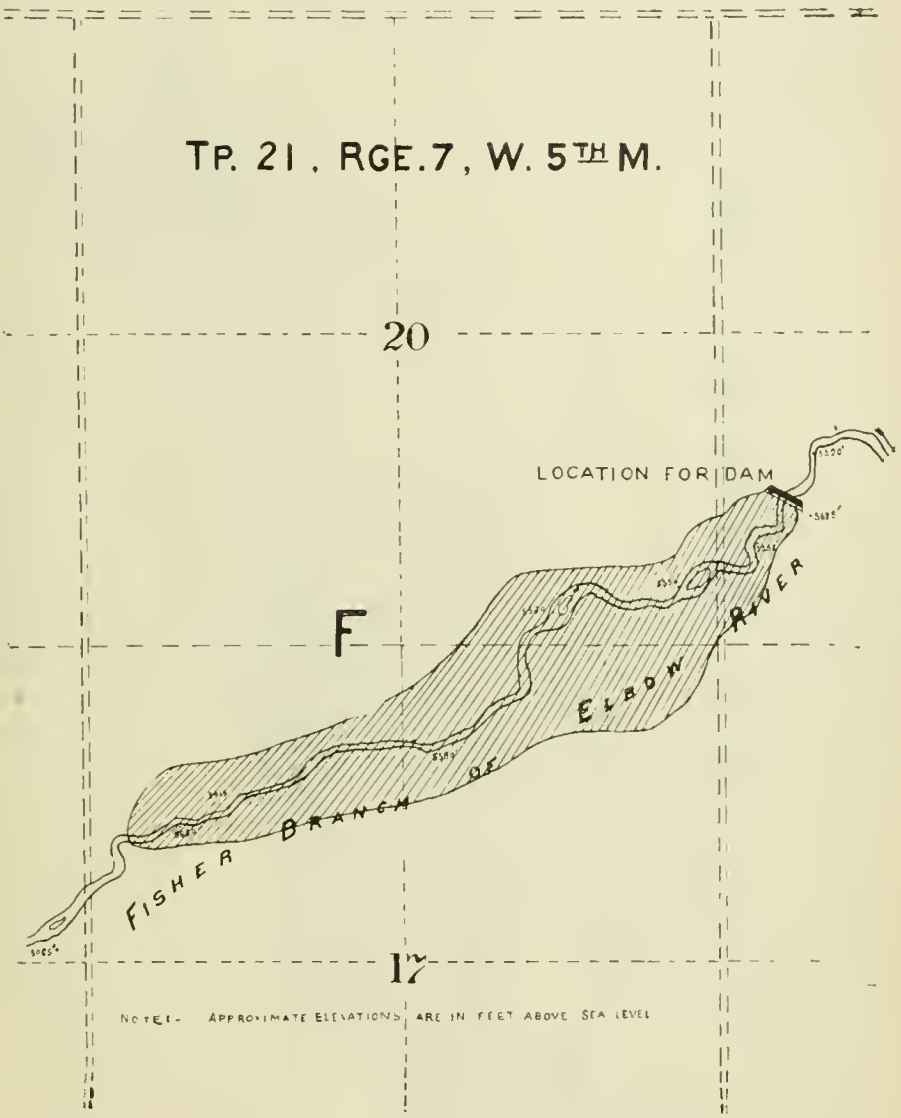


FIG. 15.—RESERVOIR SITE "F".

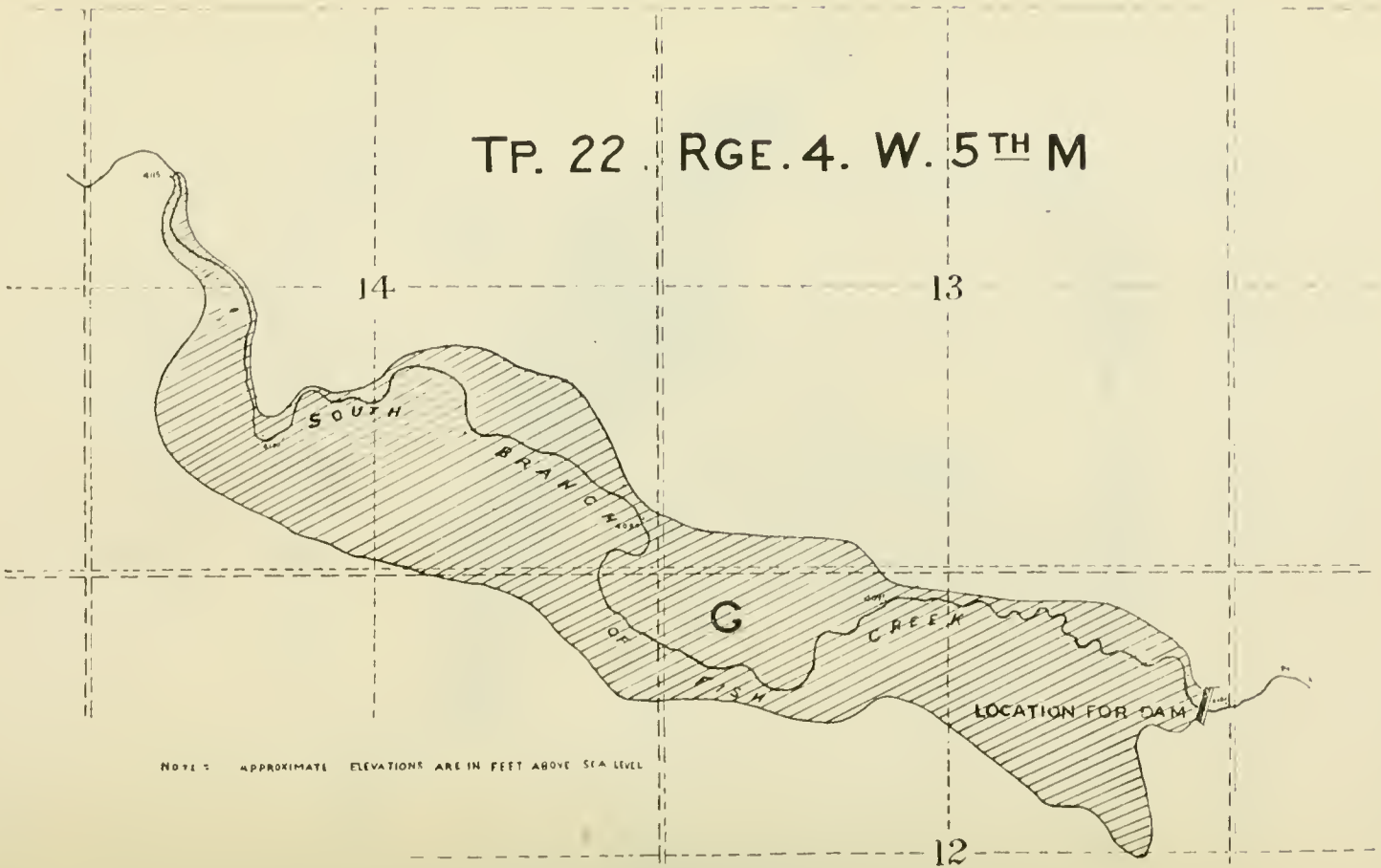


FIG. 16.—RESERVOIR SITE "G".

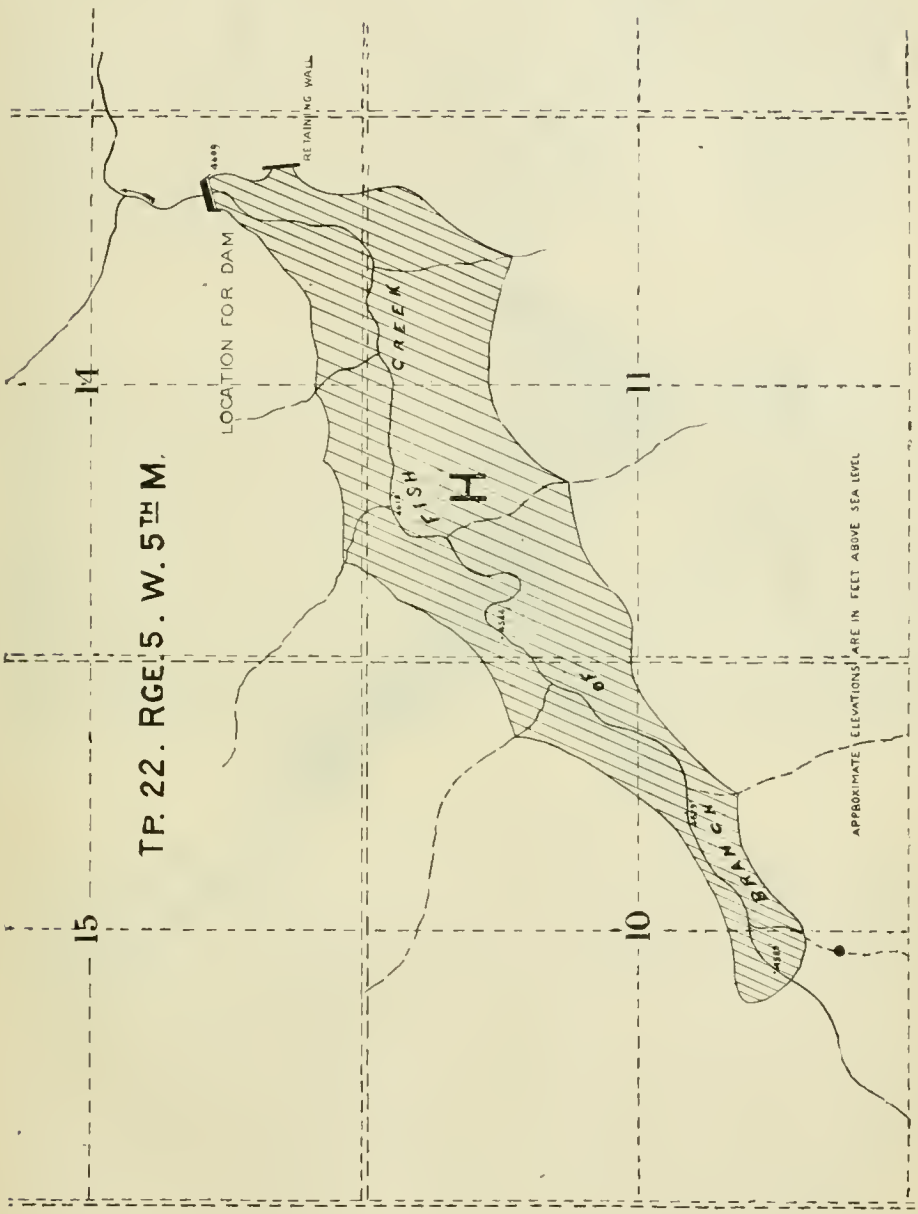


FIG. 17.—RESERVOIR SITE "H".

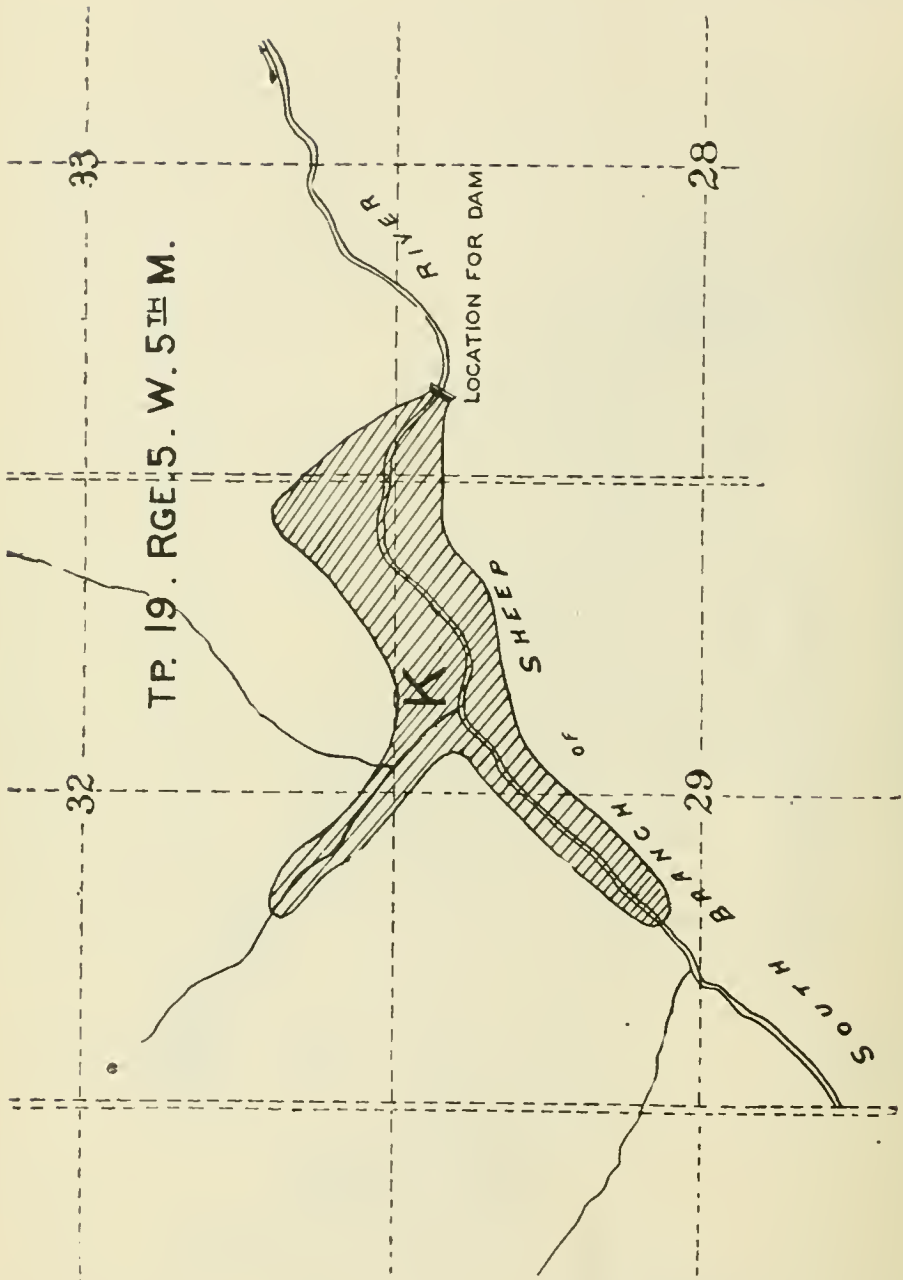


FIG. 18.—RESERVOIR SITE "K."

CANAL SURVEYS.

After the General Irrigation Surveys had been carried on for the first year, it was decided to extend the scope of the work to include the preliminary location of certain proposed canals to divert water from the larger streams to irrigate extensive areas lying contiguous thereto. This decision was due to the fact that a knowledge of the possible diversion of the water of the larger streams was necessary for a proper administration of the law relating to water for irrigation, and because it was recognized that as irrigation and its possible influence on the development of the semi-arid region were little understood by persons who might be inclined to invest money in irrigation undertakings, it was necessary for the feasibility of these larger schemes from an engineering standpoint to be proved by our general irrigation surveys before the detailed work of considering these schemes would be taken up by individuals or companies interested. The canal surveys which have so far been completed, are as follows:—

ST. MARY IRRIGATION CANAL.

The survey of this canal, which has since been constructed by the Canadian North-west Irrigation Company as already mentioned, and which is commonly spoken of as the Galt canal, was made in 1895. This canal survey was undertaken primarily to prove that the large area of first-class land lying south and south-east of Lethbridge could be supplied with water for irrigation from the St. Mary river.

This location proved conclusively that the proposed canal presented no difficult engineering features, and that it was possible to provide water for the large area in question. The proposed location and the special features connected with the undertaking were dealt with in the irrigation reports subsequently published, being illustrated with proper maps and details, and the construction of the canal, on a system modified somewhat from that suggested by the government surveys, but including the main features of that scheme, was undertaken by the Canadian North-west Irrigation Company, and as already explained, their operations have transformed the large area served by the canal from unoccupied wild range land into closely settled and highly cultivated areas.

THE BOW RIVER IRRIGATION CANAL.

Probably the largest area within the arid region which can be supplied with water for irrigation purposes from one source, is that lying along the Canadian Pacific Railway between Calgary and Medicine Hat, east of the Bow river, north of the South Saskatchewan river, and south of the Red Deer river. This district comprises an area of some 6,000 miles, or 3,840,000 acres, of which probably 60 per cent is capable of irrigation.

The soil of a large portion of the district is first class, consisting of heavy sandy and clay loams, with a subsoil of gravel and clay, and the climatic conditions are favourable to the grazing of cattle and sheep, and, with the exceptions mentioned below, to the production of all fodder crops, and in the eastern portions of the district to the production of cereals of all kinds, and also the hardier kinds of fruit. The one feature lacking to make this area highly desirable for settlement is the insufficient rainfall during the majority of years to mature crops, and to provide water for stock.

In 1895 it was decided to investigate the question of the feasibility of diverting water from the Bow river for the reclamation of this large area, and the outcome of that investigation was the preliminary location during that and the following year of the proposed Bow River Irrigation Canal.

The proposed intake for the canal is located on the east side of the Bow river, in Section 13, Township 24, Range 1, West of the Fifth Meridian, a short distance south-east of the city of Calgary, and from thence the location follows closely along the foot of the hill forming the east bank of the valley of the Bow river, utilizing in part the small depression or channel which marks this limit of the hill, and after following this channel for about a mile and a quarter the location deflects slightly to the east so as to cross the Canadian Pacific Railway line a short distance east of the railway bridge at the first crossing of the Bow river.

From that point the location follows the railway line for a short distance and then deflects to the south, following along the east bank of a well defined valley, which marks an old channel of the river, and finally reaches the bench land elevation about Section 16, Township 24, Range 29, West of the Fourth Meridian.

From that point about one hundred miles of main canal and main distributaries are located for the purpose of proving the possibility of distributing the water to the east so as to bring a large area under irrigation.

The general location of the ditches as laid down from our surveys, and of a portion of the lands to be served, will be readily noted from the accompanying map showing the main and distributing ditches of this canal as far as located.

Our surveys in this instance indicated clearly that a canal carrying a large body of water could be constructed without encountering any serious engineering difficulties, and proved the possibility of supplying from the Bow river the necessary amount of water to reclaim upwards of a million and a half acres in the district lying east of Calgary above referred to.

Since the date of preliminary location of this canal the matter of its feasibility and the location of the lands which it is possible to irrigate therefrom, has been carefully looked into by expert engineers employed by the Canadian Pacific Railway Company, who own the area which will be served by the canal, and those investigations have tended to prove the claim advanced that the scheme is a feasible one, and that the expenditure of a moderate amount of money when compared with the large area to be reclaimed, will provide the necessary water for the irrigation of this large block of land, and it is hoped that in the near future the actual construction of the works can be undertaken, with the prospect of duplicating in that district the wonderful results which have been obtained in the way of colonization and development in the district served by the canal constructed by the Canadian North-west Irrigation Company as already explained.

THE RED DEER AND ROSEBUD CANAL.

In that portion of the arid region lying to the north and east of Calgary, there is a large area of country having good soil and a favourable climate, as far as temperature is concerned, but which is almost entirely devoid of water supply.

The district is traversed by the Rosebud river, Knee Hill creek, and Three Hills creek, but these are streams in name only, carrying considerable volumes of water during the period of melting snow, or exceptional rainfall, but ceasing to flow at many points during the summer months, and affording an insufficient supply of water even for domestic purposes. The grass in the district is good, but owing to the scarcity of water its value for grazing purposes is small.

The reclamation of this large area by irrigation, or even the providing of a constant supply of good water for domestic and stock-watering purposes, is deserving of serious consideration particularly at the hands of the different railway companies owning large blocks of land which under present circumstances are useless.

The Rosebud river traverses the central portion of the district from west to east, and in the upper and lower portions of its length is contained in a deep and well-defined valley, with banks precipitous in places, and of considerable height. In the central

portion the channel is very little below the level of the surrounding country, and many favourable sites for easy diversion of water from the channel to the adjacent bench land occur.

The beds of the lakes situated in the upper portion of the Rosebud valley, and different portions of the valley itself, offer very favourable sites for the construction of reservoirs for the storage of water, and the channel of the stream affords a canal already constructed for the distribution of water through the district. It was, therefore, considered a question of first importance to determine the possibility of augmenting the flow of water in the Rosebud by the diversion of water from some of the streams to the west of the height of land in which it takes its rise.

During the season of 1894 a preliminary exploration was made of the country lying between the head of the Rosebud river and the Red Deer river, with a view to determining the possibility of diverting water from the latter stream into the Rosebud and through its channel to the area above referred to.

This exploration indicated that it was possible to divert water from the Red Deer river as proposed, and in 1896 the detailed surveys to finally prove the feasibility of this scheme were completed.

The intake selected for the proposed canal is situated on Section 26, Township 33, Range 5, West of the Fifth Meridian, and the selection was made after a very careful examination of the stream for some miles, both above and below this point. The location in question has the advantage that the river at this point is confined within banks which show some indication of a permanent character, although it is quite possible that during periods of extreme floods the bottom lands in the immediate vicinity of the river may be flooded.

From the point of intake the location proceeds for about one and one-quarter miles almost due east until it reaches the foot of the hills forming the valley of the Red Deer at this point. It then turns in a northerly direction until the slope of the valley in Section 5, Township 34, Range 4, is reached, at which point the height of land between the Red Deer valley and the valley running almost due north from the Little Red Deer river is located, and from this point the location turns sharply to the south, following up the latter mentioned valley to its intersection with the Little Red Deer river. Through the valley of this stream the location is deflected to the east for about four miles, the Little Red Deer river being crossed by a high level flume in Section 1, Township 33, Range 4, West of the Fifth Meridian. From Section 5, Township 33, Range 3, West of the Fifth Meridian the location is deflected to the south, following up the valley of the Dogpound creek for a distance of about ten miles until a sufficient elevation is reached to cross the creek with a low level flume, and from thence the location is deflected sharply to the north, following the easterly valley of this stream until it returns to the height of land between the valley of the Little Red Deer river and a small creek flowing to the south-east into the headwaters of the Rosebud river, the intention being that water diverted from the canal should be carried through this channel into the Rosebud river, and from thence to the south and east for a distance of about one hundred miles, the water being again diverted at favourable points for the reclamation of areas suitable for irrigation in the vicinity of the valley of the Rosebud river. The location above described is a very favourable one for canal construction, with the exception of the crossing of the Little Red Deer river, where a flume about 1,200 feet long and 73 feet in height will be necessary. It is possible, of course, that a more careful examination of the location at this point than was possible in the course of the preliminary location would reveal the fact that a more favourable site for the location of this flume could be found than the one selected, but it is quite evident that a somewhat expensive structure will be required to carry the water across the valley of this stream.

The location contemplated the construction of a canal of the following dimensions:—Bed width, 35 feet; side slopes, 1½ to 1 foot; depth of water, 5 feet; slope or fall of the canal, 2 feet per mile. The above dimensions being calculated to give a dis-

charge of some 520 cubic feet per second, this discharge will probably be sufficient for the irrigation of from sixty to seventy thousand acres, but as the location adopted permits of the construction of some very extensive reservoirs on the headwaters of the Rosebud river, the supply available during the irrigation season can, of course, be largely augmented by the storage of water in these reservoirs. The general location of the canal and the area to be irrigated therefrom will be better understood by reference to the plan herewith showing the location of these lands.

PROPOSED DIVERSION OF WATER FROM THE ELBOW RIVER INTO THE HEAD OF FISH CREEK.

The north fork of Fish creek heads about half a mile from the Elbow river, and from that point there is a well-defined valley running through to the latter stream, in which the height of land is only about fifty feet above the Elbow river.

The fall in the Elbow river was found to be in that locality about 51 feet in a mile, and a ditch 1¾ miles in length would serve to deliver any desired quantity of water from the Elbow river into the north fork of Fish creek.

This diversion was desirable, and the surveys therefor were completed, because both the north and south forks of Fish creek and the main stream below the junction of these forks are used as sources of supply for irrigation ditches now in operation, but the flow of water in these streams is so uncertain during dry seasons that it was considered of great importance to determine the possibility of diverting water, as above mentioned, from the Elbow river, so as to augment the flow in Fish creek during dry years.

The surveys completed in connection with this scheme proved that it was entirely feasible, and the location of the proposed canal will be readily noted from the accompanying plan.

PROPOSED DIVERSION OF WATER FROM FRENCHMAN'S CREEK INTO THE HEAD OF SWIFT CURRENT CREEK.

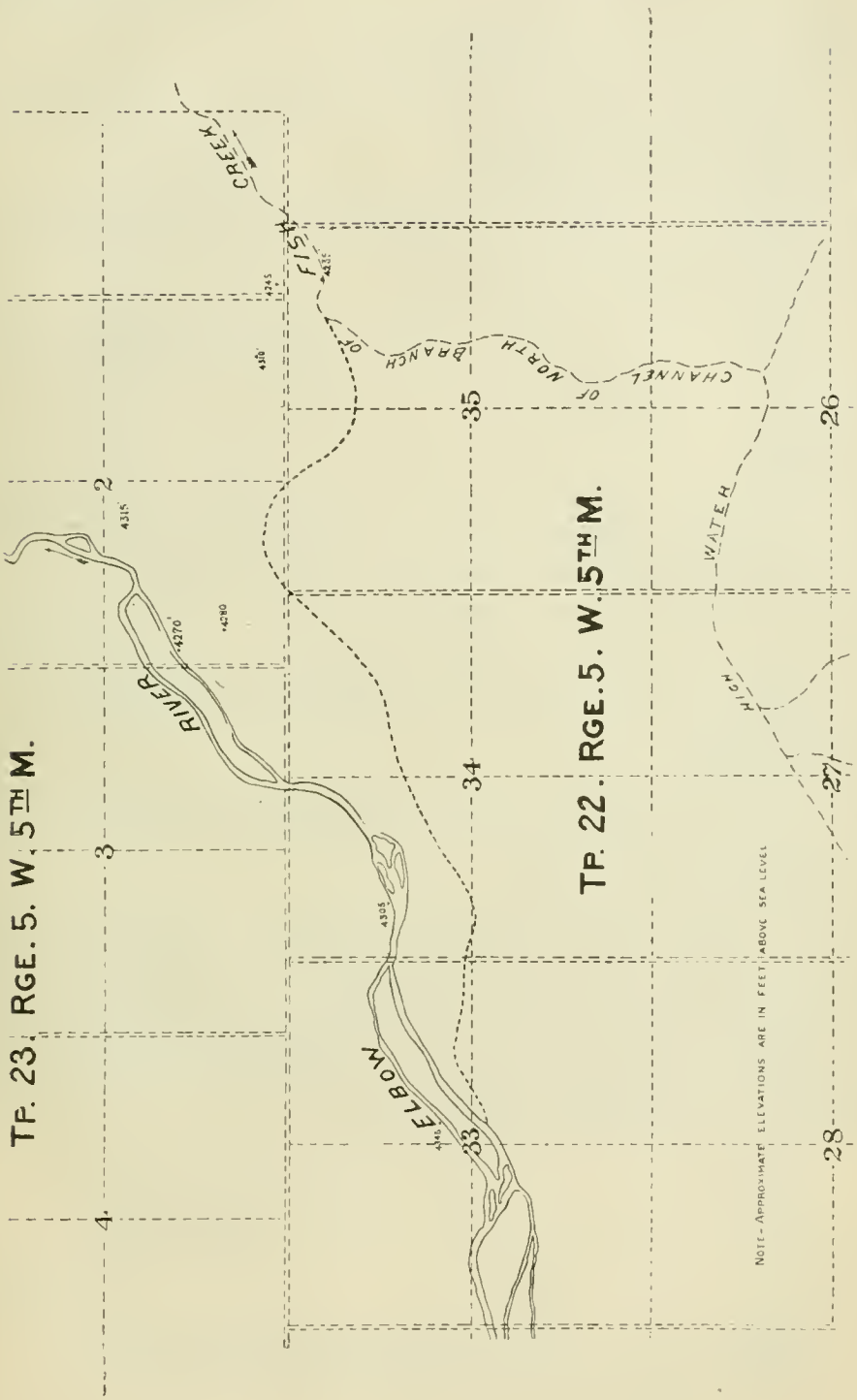
Frenchman's creek forms the main drainage channel for the run-off for the large portion of the southern slope of the Cypress Hills, and in 1896 a survey was made to prove whether this run-off, which now finds its way to the south in the channel referred to, through a district not well suited for irrigation development, could be diverted into Swift Current creek and through that source conveyed to areas on the northern and north-eastern slopes of the Cypress Hills, which, owing to the proximity of the Canadian Pacific Railway, and the character of the soil in the district, promises favourable returns from irrigation.

The surveys which were completed during that year, and some further detailed work done on the scheme in the following year, indicated that the proposed diversion was possible, but that as it would involve a very considerable expenditure it was not likely to come within final limits until land values in that district had materially increased.

The location of the proposed canal and the outlines of the scheme will be understood from the accompanying map.

THE MILK RIVER CANAL.

To the east of the Milk River Ridge and the area served by the Canadian Northwest Irrigation Company's canal there is a district containing good soil, but which is very lacking in sufficient surface water for stock watering, and which is particularly



PROPOSED DIVERSION—ELBOW RIVER TO FISH CREEK.

lacking in sufficient rainfall to permit of successful farming. This district can only be supplied with water for irrigation purposes or stock watering from the Milk river, situated to the south of the tract, or by the extension of the present canal system of the Canadian North-west Irrigation Company's canal, taking water from the St. Mary's river. To determine the possibility of obtaining water for this area from Milk river, exploratory surveys were undertaken as part of the general surveys in 1901, and the feasibility of the project having been proved, the preliminary location of a canal to divert the necessary water was completed.

The intake for the proposed canal was located on the south-east quarter of Section 29, Township 2, Range 17, West of the Fourth Meridian, on the north or left bank of the Milk river, where a well-defined coulee about eight feet deep runs into the river through a flat of from 500 to 800 feet in width.

The proposed point of intake would seem to be a favourable one, as by enlarging the coulee from the river up to the point where the head-gates are proposed to be located, a secure position for the latter can be obtained. It will be necessary at this point to construct a weir across the river and low lands on the right bank below the mouth of the coulee to raise the water sufficiently to give a proper slope at the intake at all stages of the stream.

The proposed location of the canal follows the left bank of the river from the point of intake for a distance of 9,200 feet, and then crosses the stream and valley by a flume 1,020 feet in length to avoid high cut banks on Sections 26 and 27. The location again crosses the river on Section 25, Township 2, Range 16, by a flume 1,300 feet in length. From the latter point the location is carried along the southerly slope of a lower continuation of Milk River Ridge to the west side of the Alberta Railway and Coal Company's line, in a depression locally known as Railway Coulee. This brings the location to the north-easterly slope of the Milk River Ridge. From there the location is continued north and north-westerly to Section 12, Township 3, Range 17, West of the Fourth Meridian, and the work done from the intake to the latter point clearly proved that no serious engineering difficulties were found to exist in constructing a canal on this location to divert all the available water from Milk river for the irrigation of the tract above mentioned.

The canal as located is designed to carry 500 cubic feet of water per second, being given a bottom width of 35 feet, with side slopes of 1½ to 1, and a depth of 5 feet of water flowing with a velocity of 2·39 feet per second, the total length of canal as located being approximately 30 miles.

The general location of the canal, and the area which it is proposed to serve therefrom will be readily understood from the accompanying map, which shows the canal and also the situation of the lands proposed to be irrigated. The general exploratory surveys completed in connection with this location indicate that very favourable storage facilities are obtainable in the district, the utilization of which will enable the total high water or flood flow of the Milk river to be stored at these sites until required during the irrigation season. It is also clear, as will be noted from the general map, that it will be possible to maintain a flow of water in the large natural drainage channels which intersect the tract during all seasons of the year, and thus render the territory adjacent thereto of value for stock-raising purposes.

ELEVATIONS of Various Points Throughout the North-west Territories and Manitoba.

TOWNS AND CITIES.

	Elevation in feet above Sea Level.
Battleford, Saskatchewan	1,609
Brandon, Manitoba	1,194
Calgary, Alberta	3,428
Gleichen, Alberta	2,952
High River, Alberta	3,394
Lethbridge, Alberta	2,982
Macleod, Alberta	3,128
Maple Creek, Assiniboia	2,495
Medicine Hat, Assiniboia	2,171
Moosejaw, Assiniboia	1,767
Portage la Prairie, Manitoba	854
Prince Albert, Saskatchewan	1,398
Red Deer, Alberta	2,806
Regina, Assiniboia	1,885
Strathcona, Alberta	2,188
Swift Current, Assiniboia	2,423
Wetaskiwin, Alberta	2,480
Winnipeg, Manitoba	757

RIVERS.

Assiniboine River—	
At confluence with Red river	725
At crossing of Principal Meridian	757
At confluence with Souris river	1,110
At confluence with Qu'Appelle river	1,262
Battle River—	
At confluence with Saskatchewan river	1,500
At Canadian Pacific Railway (Edmonton branch) bridge	2,612
At Battle Lake	2,795
Belly River—	
At confluence with Bow river to form the South Saskatchewan river	2,212
Near confluence with St. Mary river	2,729
Near confluence with Oldman river	2,852
Near confluence with Waterton river	3,147
At International Boundary	4,728
Bow River—	
At confluence with Belly river to form the South Saskatchewan river	2,212
Near confluence with Highwood river	3,096
At Langevin bridge, Calgary	3,400
Lower Bow lake	5,530
Upper Bow lake	6,200
Elbow River—	
At confluence with Bow river	3,393
At Canadian Pacific Railway bridge at Calgary	3,394
At mouth of canyon branch of Elbow river	4,725

ELEVATIONS of Various Points Throughout the North-west Territories and Manitoba.

	Elevation in feet above Sea Level.
Highwood River—	
Near confluence with Bow river	3,096
Near confluence with Sheep river	3,222
At exit from Mountains	4,780
Milk River—	
At International Boundary	2,600
At Alberta Railway and Coal Company's railway bridge	3,401
At confluence of north and south branches	3,512
At International Boundary	4,145
Oldman River—	
Near confluence with Belly river	2,852
At Macleod	3,376
At exit from Mountains	4,437
Qu'Appelle River—	
At confluence with Assiniboine river	1,262
At Canadian Pacific Railway (Prince Albert Branch) bridge.	1,606
At height of land between Aiktow creek and Qu'Appelle river.	1,798
Red River—	
Lake Winnipeg	710
At Lower Fort Garry	712
At mouth of Assiniboine river	725
Red Deer River—	
At confluence with South Saskatchewan river.	1,892
At Canadian Pacific Railway (Edmonton Branch) bridge.	2,773
At source	6,660
Saskatchewan River—	
Lake Winnipeg	710
Cedar lake	828
At confluence with South Saskatchewan river.	1,250
At Prince Albert	1,360
At mouth of Battle river	1,500
At Edmonton	1,995
Sheep River—	
Near confluence with Highwood river	3,222
At Highway bridge, Okotoks	3,438
South Saskatchewan River—	
At confluence with Saskatchewan river	1,250
At Saskatoon	1,538
At confluence with Red Deer river	1,892
At Medicine Hat	2,137
At confluence with Bow and Belly rivers	2,212
Souris River—	
At confluence with Assiniboine river	1,110
At 1st crossing of International Boundary	1,415
At 2nd crossing of International Boundary	1,650
At Canadian Pacific Railway (Pasqua Branch) bridge at Roche Percée	1,707

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ELEVATIONS of Various Points Throughout the North-west Territories and Manitoba.

	Elevation in feet above Sea Level.
St. Mary River—	
At confluence with Belly river	2,729
At Canadian Pacific Railway (Crow's Nest Branch) bridge	2,739
At confluence with Lee creek	3,625
At International Boundary	4,127
Waterton River—	
Near confluence with Belly river	3,147
Waterton lake	4,186
Along the line of Canadian Pacific Railway (Main Line)—	
Winnipeg	757
Portage la Prairie	854
Virden	1,444
Indian Head	1,738
Qu'Appelle	1,747
Broadview	1,960
Regina	1,885
Moosejaw	1,767
Parkbeg	1,982
Chaplin	2,202
Summit of railway on Missouri Couteau	2,282
Swift Current	2,423
Gull lake	2,562
Crane lake	2,518
Maple creek	2,495
Walsh	2,430
Irvine	2,493
Dunmore Junction	2,308
Medicine Hat	2,171
Langevin	2,495
Tilley	2,462
Gleichen	2,952
Calgary	3,428
Cochrane	3,749
Morley	4,067
Canmore	4,284
Banff	4,521
Summit of Kicking Horse Pass	5,329
Along the line of the Canadian Pacific Railway—Crow's Nest Branch—	
Dunmore Junction	2,308
Montana Junction	3,009
Lethbridge	2,982
Macleod	3,128
Pincher	3,818
Blairmore	4,226
Summit of pass through Rocky Mountains	4,449
Prince Albert Branch—	
Regina	1,885
Craven	1,630
Saskatoon	1,574
Duck lake	1,645
Prince Albert	1,398

ELEVATIONS of Various Points Throughout the North-west Territories and Manitoba.

	Elevation in feet above Sea Level.
Craven Spur—	
Craven	1,630
End of track	1,606
Pasqua Branch—	
Pasqua Junction	1,872
North Portal	1,944
Edmonton Branch—	
Calgary Junction	3,410
Crossfield	3,622
Red Deer	2,806
Lacombe	2,783
Wetaskiwin	2,480
Strathcona	2,188
Macleod Branch—	
Calgary Junction	3,410
Okotoks	3,439
High river	3,394
West Macleod	3,108
Macleod	3,128
Along line of Alberta Railway and Coal Company's Railway—	
Lethbridge	2,982
Montana Junction	3,009
Stirling	3,045
Brunton	3,308
Summit of Milk river on line of railway	3,474
Milk river	3,420
Coutts—International Boundary	3,463
Along line of St. Mary's River Railway—	
Stirling Junction	3,043
Magrath	3,210
Spring Coulee	3,578

LAW RELATING TO USE OF WATER

SYNOPSIS OF LAW

RELATING TO THE USE OF WATER FOR IRRIGATION.

Although the principle of the artificial use of water for irrigation on this continent is much older than the laws relating to land titles, the want of permanency of title to the water used in this way has been one of the greatest drawbacks to modern irrigation development.

There has not been, in the earlier stages of western development, much difficulty in convincing legislative bodies of the necessity for the enactment of such laws as would confer undisputed title upon the owner of a farm, but the wisdom of giving that owner an equally good title to the water for irrigation, without which his farm, if situated in the arid or semi-arid portion of the continent, is useless, has not been so readily recognized.

In Canada the necessity for legislation regarding the important subject of the use of water for irrigation has become apparent only during the past few years, and may in fact be said to date from the time, within the past decade, when the earlier settlers in the southern and south-western portions of the North-west Territories had by painful experience proved that farming without the aid of irrigation was a precarious undertaking.

Fortunately, however, the necessary legislation followed almost immediately upon the footsteps of crop failures, and there was practically a clear field, as far as vested rights were concerned, for the introduction of laws upon the subject of water rights. This fact has had much to do with the success and the absence of litigation so far attending the administration of the Canadian irrigation law.

The Canadian law relating to the use of water for irrigation is contained in two enactments, viz.:—'The North-west Irrigation Act,' and 'the Irrigation District Ordinance.'

The first mentioned or parent law is an Act first passed by the Dominion Parliament in 1894, and subsequently amended and consolidated, while the Irrigation District Ordinance is an enactment of the Territorial legislature authorizing the formation of 'irrigation districts,' which after acquiring a water right under the Irrigation Act are empowered to construct the works for the utilization of such water as a municipal undertaking.

For convenience and continuity of narrative these laws are discussed separately in the order given.

Prior to the passage of the North-west Irrigation Act there was in Canada no law, except a provincial enactment in British Columbia, which dealt with the diversion of water from its natural channels for use in irrigation, and in framing such a law it was realized that many principles differing materially from common and existing statutory law must be adopted. The method followed in framing the law has had much to do with its successful administration. The Act was first drafted to embody such of the principles contained in the irrigation laws of different irrigable states and territories of the United States, and legislation upon this subject in other colonies of the British Empire as seemed applicable to local conditions in Canada, and was then submitted during a two months' trip of the writer through all the irrigation states to recognized authorities upon local irrigation laws for criticism. The information thus obtained disclosed weak points and unforeseen conditions in the original draft, and enabled many valuable amendments to be made before the Act was finally submitted to Parliament for consideration. Two years' administration of the Act indicated further de-

sirable amendments to simplify and extend some of its provisions, and the Act was therefore consolidated and amended in 1898.

The Canadian North-west Irrigation Act is based upon certain definite principles, which may be briefly stated as follows:—

(1.) That the water in all streams, lakes, ponds, springs or other sources is the property of the Crown.

(2.) That this water may be obtained by companies or individuals for certain described uses upon compliance with the provisions of the law.

(3.) That the uses for which water may be so acquired are 'domestic,' 'irrigation' and 'other' purposes, domestic purposes being limited to household and sanitary purposes, the watering of stock, and operation of railways and factories by steam, but not the sale or barter of water for such purposes.

(4.) That the company or individual acquiring water for irrigation or other purposes shall be given a clear and indisputable title to such water.

(5.) That holders of water rights shall have the protection and assistance of permanent government officials in the exercise of such rights.

(6.) That disputes or complaints regarding the diversion or use of water shall be referred to and settled by the officials of the government department charged with the administration of the Act, and that decisions so given shall be final and without appeal.

Probably the most satisfactory way to make it clear how the above principles are worked out in practice will be to deal in detail with a specific case, and then to explain the general provisions of the Act as they bear upon this case.

We will, therefore, consider the case of a company formed to construct an irrigation ditch or canal for the reclamation of any area, and trace the undertaking from its inception to completion, so as to illustrate in a practical way the provisions of the law as affecting such undertakings, and it may incidentally be noted that such explanation will cover practically all cases dealt with under the Act, the proceedings differing only in minor details for large or small undertakings.

The company having been formed, either under a special Act of incorporation or by letters patent under the joint stock companies' laws, for the purpose of constructing irrigation works and engaging in the sale of land with water attached thereto for irrigation, or possibly simply to supply water to the present owners of the lands to be irrigated, proceeds to make the necessary surveys to determine the feasibility and approximate cost of their undertaking, and provide the necessary information as to location and character of the works to be constructed and land to be irrigated.

In this connection it may be pointed out that the general irrigation surveys performed by the government, and the maps issued to illustrate these surveys, serve in a general sense to show whether any specified area of land can be irrigated from a given source, and the company is only called upon to make the actual ditch or canal location required to permit of details of cost, &c., to be figured upon.

In making their surveys the engineers employed by the company have necessarily to trespass upon lands which do not belong to the company, and to give them a legal right to do this the company file with the Chief Engineer of the Department of Public Works for the Territories a general description of their proposed undertaking, and upon payment of a fee of $3 obtain a license authorizing their engineer to enter upon all public or private lands for the purpose of making necessary surveys connected with the proposed undertaking.

Having completed their surveys and finally elaborated their scheme, the company proceeds to the next step by filing with the Commissioner of Public Works for the Territories a memorial together with certain illustrating plans and profiles, containing full information as to the organization and financial standing of the company, the location, character and cost of their proposed undertaking, the location and character of the land to be irrigated, and the terms and price to be charged for water supplied for the irrigation of such land. The application is duly examined and recorded in the Chief Engineer's office against the stream or other source from which the water is to

be diverted, provided there is water available for appropriation, but if the records show that the supply available from the proposed source is already granted, or if the examination proves the scheme does not comply with the provisions of the law, the application is refused and applicants notified accordingly; if approved, one copy of the memorial and plans is filed with the Department of the Interior at Ottawa, and the applicants instructed to publish the notice of their application. The company then gives public notice of its having filed the memorial and plans by publication of a notice in five weekly issues of a local newspaper named by the commissioner, and files a copy of each issue of the paper containing the notice in the Chief Engineer's office.

If at the expiration of the publication of the notice referred to no protest against granting the application is received, the Chief Engineer issues a certificate that the provisions of the law relating to the publication of the notice of application have been complied with, and at the same time makes a recommendation regarding the issue of an authorization for construction of the proposed works to the company, and the length of time to be given it to complete the undertaking.

The authorization issued to the company empowers it to proceed with the construction of the proposed works, and if necessary to expropriate private or public lands required therefor, the time within which such works are to be completed being set forth therein.

Should any protest against granting the application be filed during the period of publication of the notice, the protest is considered and ruled upon, and any damages or amendments ordered are endorsed on the memorial and plans.

Having obtained their authorization, the company proceeds with the construction of the works, subject to inspection of the Chief Engineer during progress, and to special inspection at any time should complaint be made that the work is not being carried out in accordance with the law, and the plan and memorial filed.

Upon completion of the construction of the works connected with the undertaking, or the expiration of the time limit and any extension thereof which may have been granted, a final inspection is made by the Chief Engineer, who issues a certificate containing a recommendation for the granting of a final license covering the water granted, and this license, upon payment of a fee of $10, is issued and duly registered or recorded in the Irrigation Office at the Department of Public Works against the source from which water is granted. The number which the license bears shows its priority of right against the source, and the certified copy given the company is prima facie evidence of its title to the water therein granted in exactly the same manner as a patent or registered deed would be evidence of the ownership of the land or other property conveyed thereby.

The foregoing will serve to indicate in a general way the method of acquiring water rights under The North-west Irrigation Act, 1898. It is now proposed to discuss in a somewhat fuller and more comprehensive manner the provisions of this law in their bearing upon these rights and their use after acquirement.

It may be pointed out in the first place that the law recognizes as a foundation principle that only by an absolute repeal of the common law of riparian right can the use of water for irrigation be successfully introduced, and having enunciated the principle that all water is the property of the Crown, provision is then made for transfer of the title to this water from the Crown to the company or individual desiring to put it to certain uses defined by the law through a well-considered and carefully administered system of registration.

To make the record of rights complete and to prevent disputes regarding vested rights at the time of the introduction of the law, provision was made therein that all rights of a kind similar to those which can be acquired under the Act were required to be registered before a specified date, and the wisdom of this provision will be recognized when it is remembered that only by having a complete record of the rights to water can it be hoped to deal intelligently with the supply from such source.

The provisions of the law relating to the form of application to be filed, and the information to be given by the maps and plans accompanying the application are worthy of brief reference.

It will be noticed that the memorial, maps and plans are required to contain full information not only as to the location and character of the works to be constructed, the lands to be irrigated by the water applied for, the character and value of the land to be reclaimed, the price to be charged for water supplied, &c., but also with reference to the financial standing of the applicants.

This full information enables the application to be criticized not only from an engineering standpoint, but also as a business venture, before being approved, and does much to prevent the introduction of 'wildcat' or 'boom' enterprises.

It was recognized in the earliest stages of the administration of the law that the first duty of the government was to endeavour by a careful system of topographical and hydrographical investigations to determine the actual supply of water available from each source, and to accomplish this the Canadian irrigation surveys were inaugurated and carried on systematically each year. One of the main features of the work undertaken is to endeavour to determine by careful measurements and gaugings the actual supply of water available from each stream or other source for irrigation, so as to know what there is to grant, and by limiting the records against any source to the available supply prevent the possibility of waste of money resulting from the construction of canals and ditches for which the owners can not hope to obtain water without taking what rightly belongs to some one else.

This phase of the administration of the law is dealt with somewhat as follows:—

Each stream, or in fact any source from which water may be diverted, is given a place in a register containing as it were a debit and credit account for water, the credit side being filled up from measurements and gaugings of the supply at low water, high water and flood discharge, and the debit side being a charge against this supply of rights to such water acquired under the Act. A glance at this register at any time shows the exact balance between available supply and recorded rights, and permits of immediate settlement of the question of whether there is water available to meet the requirements of each application as it is filed for approval.

This system practically delegates to the officials administering the Act the power to prevent the probability of future disputes between the holders of water rights by refusing to approve any application which it is considered might tax any source of supply beyond its capabilities and thus cause friction between recorded rights, and although this method of dealing with the subject may seem drastic it is held to be reasonable that the Crown should not undertake to dispose of more water than it can deliver, and it will, I think, be admitted that the introduction of this system in the earlier days of irrigation development will tend to prevent waste of money in endeavouring to enforce or protect fictitious water rights by long drawn out legal contests.

The provisions of the law regarding public notice of the filing of applications for water rights, and for the consideration and summary disposal by the minister of protests filed, have resulted in clearing many undertakings in their inception of objections and disputes which if left for settlement until later on would certainly have resulted in much annoyance, and in some cases serious inconvenience in the way of lawsuits.

A fruitful cause of trouble with all undertakings necessitating the taking of land for the purposes of right of way is the question of the area to be taken and the price to be paid therefor.

Under the Canadian irrigation law the possession of an authorization puts the holder in a position to expropriate the land necessary for the right of way, and makes the ruling of the minister final as to the area necessary, the question only of the price being settled by arbitration. These provisions also are designed to prevent the ever present lawsuit.

Having referred to the provisions of the law affecting the project during its inception and progress, we may pass to a consideration of the provisions bearing upon the title to the water obtained upon completion of the undertaking.

The document conveying this title is termed a license, and would perhaps be better designated as a 'water patent,' but while it conveys an absolute title from the Crown it differs from the ordinary land patent in the material sense of being subject to cancellation for failure to comply with certain conditions of the law after its issue, while the land patent is subject to cancellation only for cause precedent to its issue. The term 'license' was therefore thought the better one, and a consideration of its wording will demonstrate that the title conveyed is good and the limitation thereto wise.

It will be noticed in the first place that the license purports to transfer a definite quantity of water for the irrigation of a defined area, but that the transferee, to maintain his title, must live up to the provisions of the law. These three points are worthy of separate notice.

The definite quantity of water conveyed settles at once the question of the limits of the right, and no loophole is left for advancing a claim that the right is defined by size of canal or ditch, or area of land to be irrigated. The stage at which water is granted is also indicated, and the means of determining the stage settled, so that disputes as to when a licensee is entitled to take water cannot arise, and at the same time, under the system of granting licenses against the three stages, viz.: low water, high water, and flood stage, it is possible to grant titles to all the flow of water available for diversion without prospect of a dispute between the holders of such titles.

The second point referred to opens up a subject which has been prolific of much discussion and controversy in all irrigation countries, which may be summarized as follows:—

Shall water diverted for irrigation be an appurtenant of the land for which it is originally diverted, or a moveable right available for use anywhere?

The license issued under the Canadian irrigation law answers this question in the plainest terms, provided that the water granted is granted for the irrigation of a defined area, as shown by the memorial, maps and plans of record, and not as a right to be used anywhere the licensee may see fit.

In this connection it may not be out of place to refer to some criticism of the above provisions of the Canadian law contained in the report on 'Water Rights on the Missouri river and its Tributaries,' contained in Bulletin No. 58 of the Office of Experiment Stations, U. S. Department of Agriculture.

The author of that report in speaking of the amount of the appropriation authorized by the Canadian law, states: 'The amount of the appropriation is limited by the capacity of the works, which is determined by an inspection ordered by the Minister of the Interior, and the report of this inspector is made conclusive. This is believed to be a mistake. The experience of the arid states of this country has shown that making the ditch builder the appropriator of water does not afford sufficient security to the user. It is not the ditch builder who makes the principal return, not whose interests are of enduring moment; it is the man who reclaims the land and makes his home thereon who should receive the first consideration of the law-makers who deal with the subject. Making ditch builders or canal companies the appropriators of water threatens to put users of water from those canals under a perpetual mortgage to them.'

The foregoing criticism is, it is thought, based upon a wrong interpretation of the Canadian law. That law, in common with the laws of both Wyoming and Nebraska, provides that the application to appropriate water must describe the ditch or canal through which the water is to be diverted, and the lands to be irrigated by the water granted.

The Canadian law provides (section 24 of the Act) for an inspection by the Chief Engineer upon the expiration of the time granted for construction of the ditch or canal, and the issue of a certificate by him that the completed works are capable of carrying a stated quantity of water, and upon this certificate the license is based; but the law further provides (section 26) that should it subsequently be found that the works will not carry the quantity of water granted, the right shall be limited to the quantity

which the works will carry. These provisions must be interpreted in connection with other provisions of the law and the regulations prescribed thereunder.

In the first place, it should be noted that water granted is granted for the irrigation of a specified area, and as already explained, the applicant for the water is required to file his contracts or agreements with the users owning this land, if it is not his own property, before the license issues.

It should also be explained that under the Canadian law the irrigation season and the duty of water are both fixed by the minister, and the amount of water granted is based upon the ratio between the acreage to be irrigated and the water provided by the 'duty' as being necessary to irrigate that area. The quantity of water which a user (or more properly speaking, a definite area) is entitled to get being fixed at the time of the final inspection by the Chief Engineer, he must be guided by the contracts and agreements filed in issuing his certificate, and if his inspection proves that the ditch or canal as constructed will not carry a sufficient quantity of water to enable the owner to fill his contracts in accordance with the duty of water laid down by the regulations, he has to see that contracts for lands which cannot be supplied are cancelled before issuing a certificate upon which the water for lands that can be served is granted. This system, it is thought, provides the most ample protection to the user, and although the ditch or canal owner is admitted to be the appropriator, his appropriation is limited strictly to the proper quantity required for a specified area, and the owners of that area protected in their right as acquired through the appropriation filed by the ditch owner.

The provision of the law for revision of the right aequired can be brought into force only as an appeal from the first certificate issued as to capacity of the canal or ditch, and the procedure for a second inspection and certificate can not damage the rights of the user, as the law further provides (section 35) that if a licensee can not supply all the water agreed to be delivered, each user must get his proportionate share, enforcement of this provision being exacted by a heavy fine or imprisonment, or both. Under the Wyoming law the certificate of appropriation is based upon the evidence given by the appropriator, and a recommendation from the superintendent of the water division within which the works are situated, based upon an inspection made by a qualified person. This certificate authorizes the appropriation of a definite quantity of water for the irrigation of a defined area. Under the Nebraska law the appropriation is limited to a definite quantity of water for a specified area reclaimed on a fixed date, and provision is made for the proper record of a certificate defining the quantity of water duly appropriated.

Both of the latter laws differ from the Canadian law in procedure only, as the area of land reclaimed is made the basis of the water granted, but under the Canadian system it is further provided that the ditch through which the water for irrigation of this area is to be carried must be of sufficient size to carry this water, and the right is attached to the land as an easement through such ditch.

The provision of the Canadian law for cancellation of the license illustrates one of the marked points of difference between that law and American laws relating to irrigation. Under most of the latter laws the forfeiture of rights for non-use, or failure to comply with other provisions of the law must be enforced by a legal process which is capable of long and vexatious delays. The Canadian law, on the other hand, having provided for the issue of a document which is prima facie evidence of title, also provides the simplest and most effective machinery for cancellation of the title for cause, and the result is that while the owners of water rights who live up to the provisions of the law receive ample protection in the enjoyment of these rights, without having to resort to the courts to have them defined or enforced; such a thing as maintaining a right to water unless its beneficial use is continued is not possible.

The provisions of the law relating to priority of right among the holders of licenses, and for summary settlement of disputes between licensees, will be readily understood by reference to the particular section of the Irrigation Act relating to this mat-

ter, which reads as follows:—'Licensees shall have priority among themselves according to the number of their licenses, so that each licensee shall be entitled to receive the whole of the supply to which his license entitles him before any licensee whose license is of a higher number has any claim to a supply; and if a complaint is made to the minister, or to an officer authorized by him to receive such complaints, that any licensee is receiving water from a source of supply to which another licensee is entitled by virtue of priority of right, and that the licensee having such priority of right is not receiving the supply to which he is entitled, some officer, to be named by the minister or the officer to whom complaint is made, as the case may be, shall inquire into the circumstances of the case, and if he finds that there is ground for the complaint, shall cause the headgates of the ditch or other works of the licensee who is receiving an undue supply of water to be closed, so that the supply to which the other licensee is entitled shall pass and flow to his works.

Having dealt with the procedure relating to the initial acquirement of water rights, it may be of interest to note briefly the system and forms adopted for transfer of title to the whole or any portion of the right.

Provision is first made for the transfer of the whole right covered by an application during the period of acquirement or before the issue of the license. This provision is necessitated by the fact that change of ownership may occur during the period granted by the authorization for completion of the construction of the works for the utilization of the water applied for.

After the issue of the license it may be wholly or partly transferred by use of the simple form printed on the back, and the record of this transfer having been effected, upon payment of a small fee, the transferee obtains a new license in his own name. This simple system of transfer resembles the Torrens land title system in force in the North-west Territories, and has the further advantage that the license is prima facie evidence of title.

The matter of the title of those who purchase water for irrigation from the holder of a license is important to the actual irrigator, and is dealt with in the following manner. It will be noted that the holder of a license may come within any of the following classes:—

(a) The individual who acquires a license for water for the irrigation of his own land only.

(b) The individual, or possibly association of individuals as a partnership, who acquires a license for the irrigation of its own and neighbour's lands.

(c) The company duly incorporated for the purpose of acquiring a license for water for the irrigation of large areas, of which in many cases it may own only a portion.

(d) The irrigation district organized under a special law for the irrigation of land as a municipal undertaking.

All these cases are dealt with on the same basis up to the time of the issue of the license, and the applicants must before that time have proved their title to the land for which the water is granted. The character of the title to be proved differs, however, materially in each case.

In cases which come under the heading (a) the applicant is required to hold the land to be irrigated in fee simple, or under a homestead entry, or lease from the Crown, or an agreement for purchase with one of the railways or other land owning companies.

The title in class (b) is somewhat more extended, and it is sufficient for the applicants to prove title to the land they personally hold under titles outlined in class (a) and to file agreements for the use of the water with the owners of the additional lands to be irrigated from their ditch or canal.

The larger contracts comprised under class (b) are again dealt with under a different system. The corporate bodies comprised within this class are given by the law bringing them into existence, the right to acquire water for irrigation of large areas

without it being necessary that they should own any large portion of this area. In practice it has so far been found in Canada that as a business venture irrigation companies are not a success unless the company owns the larger part of the land to be irrigated, and can realize from this land the increased value resulting from bringing it under a ditch or canal. In dealing, however, with these cases, it is required that during the period granted them for completion of their scheme, they should record agreements for the sale or use of water covering the total area to be irrigated.

As bearing upon the terms of these agreements it may be pointed out that the regulations prescribed under the Act provide among other things that the agreements must be recorded in the same central office of record from which the license issues.

The duty of water, which governs the quantity to be delivered is fixed, not by the irrigation company or water user, but by the government.

The water delivered under the agreement must be measured by a device approved by the government.

The irrigation season is fixed by the government.

A company attempting to enter into an agreement to supply more water than its canal will supply shall be punished by a heavy fine; and that

Disputes between the company and the user as to quantity of water delivered are settled by government officials without recourse to the courts.

The title of users of water under class (d) is again dealt with in a manner different to cases comprised within classes (a), (b) and (c).

In this instance the district requiring a license is simply holding it in trust for the landowners comprising the district, and as under the irrigation district law, referred to more fully further on, all the irrigable land in the district must use and pay its share of the water tax, no special agreements are entered into between the district and owners of irrigable land, and before issuing his certificate for the license the Chief Engineer has only to satisfy himself that the works as constructed will carry sufficient water to enable all the irrigable land in the district to get its share, the title of this land to the water being defined by the law creating the district.

There are, in addition to the foregoing, many other general provisions of the Canadian irrigation law which are deserving of consideration, but the main features bearing upon the title to water acquired under the Act have been dealt with, and the remaining points may be noted by those interested in the matter from a consideration of the law itself.

Before concluding, however, it is necessary to refer to the second law mentioned in the opening paragraphs of this discussion, the North-west Irrigation District Ordinance.

This enactment has in view the introduction of irrigation works as municipal undertakings, and is based on the principle that an irrigation canal constructed for the reclamation of any area should be held in common by the owners of the lands to be irrigated.

The ordinance provides that by petition addressed to the Lieutenant Governor in Council, a majority of the owners in any specified area may secure the erection of such area into an irrigation district, and proceed to elect from among themselves a board of trustees to manage the affairs of the district. Notice of the application for the erection of the district must be given in a local newspaper, and proper evidence furnished as to the good faith of the signers of the petition and the genuineness of their signatures.

The district being properly formed, they then proceed to make application under the Irrigation Act for a water right in exactly the same manner as an individual or company, and their application is subjected to the same scrutiny to determine the feasibility of the scheme and the ability of the district to carry it out.

If the application for a water right is granted, the district proceeds to raise the necessary money for the construction of the proposed works by the sale of debentures based upon the land comprised within the district as security, but must first obtain the

approval of the Lieutenant Governor in Council to the proposed debenture issue. Having secured the necessary money, the works are constructed under the same conditions as to inspection and approval by the Chief Engineer as are enforced with regard to private or other corporate irrigation works, and after completion, the canal is managed and maintained by an annual tax upon the irrigable land in the district sufficient to pay the cost of management and maintenance, and provide a sinking fund to redeem the debentures.

It should be noted in connection with this law that the same scrutiny and care are exercised in the formation of the district and the acquirement and exercise of its water right that are exercised with regard to private or other corporate rights acquired under the irrigation law.

There is one provision of the Irrigation District Ordinance which is deserving of special notice, because its enforcement has had the result of enabling irrigation districts in Canada to dispose of their debentures at a price above par, and it effectually prevents anything like speculation in the organization of districts, or investment in their debentures except as purely interest-bearing securities. The provisions referred to provide a practical guarantee by the government of the debentures which a district is authorized to sell, and contain the law, unique on this continent, that if the landowners of the district neglect to pay the tax imposed for the management and maintenance of their irrigation works, and to provide a sinking fund to pay off the debenture indebtedness, the government pays these taxes and takes the lands.

The practical result of this provision is that the district is absolutely sure of its revenue for management and maintenance, and the debenture holder of his interest and principal, while those who might be disposed to seek the formation of irrigation districts in the speculative hope of obtaining cheap land have very little encouragement to indulge in such enterprises.

In conclusion it may be pointed out that while our laws relating to irrigation are in their infancy or formative stage, and possibly weak in many respects, the guiding principle and aim of these laws and their administration is 'security of title and the use of the available water supply for irrigation in such a manner as to bring the greatest and most lasting benefits to the greatest number.'